MOUTRIE'S
FOR
VICTOR
RECORDS
SPECIAL DISCOUNT

# The China Mail.

ESTABLISHED 1845

July 26, 1928, Temperature 80. Barometer 29 51 Rainfall 0.00 inch. Humidity 82 July 26, 1923. Temperature 79.

THE DOLLAR.
To-day's closing rate 2/2 11/16.
To-day's opening rate 2/2 13/16.

CONCENTRATED
Fever Fluid
TRADE MARK
ALEX. ROSS & CO. (CHINA) LTD.
Sole Agents

No. 18,933. 四拜禮 號六廿月七年三十二百九千一英 HONGKONG, THURSDAY, JULY 26, 1923. 日三十月六英發大號年二十國民華中 PRICE, $3.00 Per Month.



40½ inches HIGH
20 inches WIDE
22 inches DEEP
12 inches TURNTABLE
IMPROVED VICTOR TONE—ARM
AUTOMATIC BRAKE
DOUBLE SPRING

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A REAL CABINET VICTROLA

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EXPORTER OF

Swatow Drawn-thread Work and Canton Embroidery in finest Quality of silk and linen.

Dealing in Ivory, Brass, Pewter, Cloisonne and Lacquer.

Mandarin Costumes and Shawls are our most popular stocks.

All goods Fresh and Moderate in price.

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General Knitter & Dyer.

Manufacturers of Woollen Singlets, Jerseys, Sweaters & all kinds of Underwear.

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Manager:—YEUNG POKWAN.

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JAMES STEER

THE CHRONOMETER AND WATCH MAKER

(Contractor to H. M. Naval Yard.)

9, Ice House Street, Hongkong.

When someone tells us "I'll come back"

HE USUALLY DOES

(without comments)

J. ULLMANN & CO.

34, Queen's Road Central.

## TALKING IT OVER.

### ALLIES CONSIDER BRITISH NOTE.

### REPLY EXPECTED SOON.

*(Reuter's Service to the China Mail.)*

PARIS, July 25.

M. Poincaré received the Belgian Ambassador who communicated the Belgian viewpoint regarding the reply to the British note.

It is authoritatively stated that French and Belgian conversations are progressing favourably, but several days must elapse before the two governments are ready to dispatch their answer to London.

MARKS 3,000,000.

LONDON, July 25.

The London exchange market has been disturbed by the collapse of marks to 3,000,000. This is attributed to the failure of the German Government to control transactions. Marks were finally quoted at 2,750,000.

REMARKABLE SCENES.

BERLIN, July 25.

The constant depreciation of the mark has led to remarkable scenes in the Reichsbank Building which was crowded with thousands of people waiting to draw money. The bank was only able to pay out notes of small denominations. Values larger than 10,000 marks are not available at present as the printing press is unable to cope with the demand.

SUIT CASE FULL OF NOTES.

A suit case was necessary to-day to remove the equivalent of £20, while outside the bank carts and lorries waited to convey supplies of money to other banks.

The Reichsbank announces that the shortage of notes in the larger values is temporary, as notes for half-a million and one million will soon be circulating.

The *Vossische Zeitung* declares that ten million mark notes are being issued shortly.

## CHINA'S DISORDERS.

### BRITISH GOVERNMENT'S ATTITUDE.

### PROTECTING FOREIGNERS.

LONDON, July 25.

In the House of Commons, Mr. Ronald McNeill, Under-Secretary for Foreign Affairs, replying to Sir H. Brittain, stated that the Government was doing everything possible to safeguard British lives and property in China. The British Minister at Peking had been authorised to join with his colleagues in pressing for the establishment of a railway police force under foreign officers.

Consortium representatives in Peking were at present examining the question of consolidation of China's existing unsecured obligations, which was the first step towards putting in order Chinese finances, and pending the outcome of this examination the Government deprecated proposals for making fresh loans to China.

## THAT DRY SHIP LAW.

### 12-MILE LIMIT UNLIKELY.

LONDON, July 25.

*Reuter* learns from a well-informed source that the departmental committee enquiring into restrictions on bringing liquor into United States waters has not yet completed its labours. Therefore it is premature to discuss any action the British Government is likely to take with regard to the United States' request for an extension of the 3-mile limit, but it is considered very unlikely that Britain will agree to a 12-mile limit.

## GERMANY'S FINANCE.

### COMING INTERNAL LOAN.

BERLIN, July 25.

Negotiations between the Ministry of Finance and the Reichsbank and other big Banks with regard to the issue of an internal loan on a gold basis have been concluded. The loan will shortly be issued. It will total between 20,000,000 and 25,000,000 gold marks. The interest will be five per cent. The loan will mature in twelve years and will be repaid on a dollar basis at the rate quoted in New York.

## BOMBAY'S GOVERNOR.

### SOLDIER SUCCEEDS SOLDIER.

### PARLIAMENT RESHUFFLE.

*(Reuter's Service to the China Mail.)*

LONDON, July 25.

It is officially announced that Lieut. Col. Rt. Hon. Leslie Wilson, M.P., Parliamentary Secretary of the Treasury, has been appointed Governor of Bombay in succession to Sir George Ambrose Lloyd whose tenure expires in December.

Commander B. M. Eyres-Monsell, Parliamentary Secretary of the Admiralty, becomes Parliamentary Secretary of the Treasury and Major A. B. Boyd-Carpenter, Parliamentary Secretary of the Ministry of Labour, has become Financial Secretary of the Admiralty.

[Lieut.-Colonel the Hon. Leslie Wilson has been Chief Unionist Whip since 1921. He served in South Africa, in Gallipoli and in France. He has held various minor Government posts, including that of Parliamentary Secretary to the Ministry of Shipping. Sir George Ambrose Lloyd, G.C.I.E., D.S.O., F.R.G.S., has been Governor of Bombay since 1918. He is a student of Eastern politics and has travelled extensively in Burmah, India, Little Thibet, the Himalayas, Egypt, Morocco and Asia Minor. During the war he served in Egypt, Gallipoli, Mesopotamia and the Hedjaz. Commander B. M. Eyres-Monsell, R.N., has been a Unionist whip. He served with the Navy during the war. Major A. B. Boyd-Carpenter has been an M. P. since 1918. He served in both the South African and the European Wars.]

## NAVAL BASE QUERIES.

### FOREIGN OFFICE ATTITUDE.

### DANGER NOT FEARED.

LONDON, July 25.

In the House of Commons, replying to Mr. G. Lambert (Labour), Mr. Stanley Baldwin (the Premier) said he did not know whether the Foreign Office had been specifically consulted with regard to the Singapore base, but of course it was represented in the Cabinet.

Mr. Lambert asked did the Foreign Office apprehend any particular danger in these waters.

Mr. Baldwin replied that had that been the case it would obviously have been brought to his notice.

Sir A. Shirley Benn (Conservative) drew attention to a statement by a leading Japanese statesman in Tokyo that the building of the base at Singapore was a natural sequel to ending the Anglo-Japanese agreement.

Mr. Baldwin said that he had not seen the statement but it seemed to him very sensible.

PRAISE FOR STRAITS.

LONDON, July 25.

In the House of Commons, Mr. W. G. A. Ormsby-Gore, Under-Secretary for Colonies, introducing the Colonial Office estimates, expressed the thanks of the Government for the voluntrary gift of the dockyard site at Singapore by the Colony of the Straits Settlements which was a fitting complement to the very generoust gift of the warship "Malaya" by the Federated Malay States.

## THREE GOOD YEARS.

### INDIAN GOVERNMENT SUCCESS.

SIMLA, July 25.

Speaking at a banquet given in his honour, Sir Frederick Whyte, President of the Legislative Assembly, said the first three years of India's Parliament had been a remarkable success.

## RUHR RAILWAY REGIE.

PARIS, July 25.

The *Matin* states that M. Letrocquer, after visiting the Ruhr, declared that Holland, which had hitherto ignored the Franco-Belgian regie, has now to a certain extent officially recognised it, and an agreement is being prepared between the Dutch railways and the regie with a view to establishing a joint tariff.



This photograph was taken immediately after the terrible overhead railway disaster in which several people lost their lives and many were injured.

A Waterproof with a guarantee

Made specially for us of a double texture cloth, which is strong and thoroughly reliable and is built for heavier weather.

$35.00

LIGHTER MAKES FROM $27.50

MACKINTOSH & CO., LTD.

"The House for Waterproofs."

Alexandra Building
Des Vœux Road.



Have you noticed how the cockroaches are increasing again? That is because you are not using

FLETCHER'S BEETLE VIRUS.

You can keep your house clear of these pests, if you apply the virus occasionally. And remember the Sole Distributors are

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ALL WOOL

BATHING COSTUMES

IN ALL COLOURS

THE SINCERE CO., LTD.

DOWS PORTS.

DOWS ONE CROWN
" INVALID
" HUNTING

DOWS ARMADALE
" 1903
" 1904

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Tel Cen. 636. Tel. Cen. 636.

ECONOMY IN COAL.

Fuchuen Lump Coal stands for economy in Coal value. All lump Coals have a large percentage of dust which are PRACTICALLY WASTE. The dust in FUCHUEN Lump burns into Lumps as soon as they are cast into boilers. Fuchuen lump coal burns gradually and is therefore a decided ECONOMY.

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Sole Agents for Fuchuen Coal.
We stock in our godowns all grades of other Fuchuen Coal.

We are manufacturers of Felt Hats, Straw Hats, Linen Hats, Topees, etc.



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SWATOW TRADING CO.

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MANUFACTURERS

of Handsome Chinese Linen Drawn-work and Embroideries

DEALERS IN ALL KINDS OF SILK GOODS.

Mandarin Costumes of Various Design and Pewter-ware.

THE YUEN WO STORE.

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Workshop, Canton Road, Kowloon, 'Phone Kowloon 791.

P. 1, F. LEUNG. Manager K. C. LEUNG

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

**—Public Auctions—**

THE Undersigned have received instructions to sell by Public Auction, on

**FRIDAY, July 27, 1923,**
commencing at 2.30 p.m.
at their Sales Rooms, Duddell Street,

**A Quantity of Valuable Household Furniture,**
Comprising:—

Brass and brass mounted bedsteads, Teak bedsteads, Wardrobes, Dressing Tables.
Marble top washstands, etc., etc.
Dining Tables and chairs, Chesterfield Chairs, Couches, etc., etc.

**Also**

One Cottage Piano by "Collard and Collard."
One Cottage Piano.
One Victor Victrola.
One Gramophone.
Three Cameras

**And**

Two Ceiling Fans.
Catalogues will be issued.
Terms:—Cash on delivery.

LAMMERT BROS.
Auctioneers

Hongkong, July 24, 1923.

ON

**FRIDAY, July 27, 1923.**
commencing at 5.15 p.m.
at their Sales Rooms, Duddell Street,

**A Valuable Collection of Postage Stamps**
(Full Particulars from Catalogue).

On View from Wednesday, the 25th July, 1923.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, July 21, 1923.


### THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 1st July 1923:—

CITY AND HILL DISTRICT WATER WORKS LEVEL.

| | 1922. | 1923. |
|---|---|---|
| Tytam 45ft. 0in. overflow | 27 ft. 0 in. Below overflow | |
| Tytam Byewash 24ft. 0in. Below overflow | 18 ft. 5 in. Below overflow | |
| Tytam Intermediate 9ft. 4 in. Below overflow | 1 ft. 3 in. Below overflow | |
| Tytam Tuk 63ft. 6in. Below overflow | 63 ft. 7 in. Below overflow | |
| Wong Nei Chung, 24ft. 5in. Below overflow | 22 ft. 9 in. Below overflow | |
| Pokfulam, 21 ft. 10in. Below overflow | 4 ft. 6 in. Below overflow | |

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

| | 1922. | 1923. |
|---|---|---|
| Tytam | 103.10 | 105.10 |
| Tytam Byewash | 1.07 | 2.02 |
| Tytam Intermediate | 23.16 | 124.02 |
| Tytam Tuk | 316.49 | 263.15 |
| Wong Nei Chung | 5.93 | 8.04 |
| Pokfulam | 21.00 | 58.23 |
| Total | 479.79 | 660.76 |

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of June.

| | 1922. | 1923. | |
|---|---|---|---|
| Consumption | 261.72 | 183.00 | m. g. |
| Estimated population | 361,150 | 371,500 | |
| Consumption per head per day | 24.1 | 16.4 | gallons |

Constant supply to all districts during June 1922 with the exception of the Districts West of Eastern Street and Arsenal Street to Heard Street where Intermittent Supply by Rider Mains was resorted to from 13th and 18th June 1922.

Intermittent Supply in all Rider Main districts during June 1923.

KOWLOON WATER WORKS LEVEL.

| | 1922. | 1923. |
|---|---|---|
| Kowloon Gravity Service Reservoir | 19 ft. 9in. Below overflow | 16ft. 9 in. Below overflow |

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

| | 1922. | 1923. |
|---|---|---|
| Kowloon Gravitation Reservoir | 62.26 | 209.72 |

Consumption of water in Kowloon in millions and decimals of gallons during the month of June.

| | 1922. | 1923. | |
|---|---|---|---|
| Consumption | 45.85 | 47.97 | m. g. |
| Estimated population | 135,460 | 140,000 | |
| Consumption per head per day | 11.2 | 11.3 | gallons |

Restricted Supply in all districts from 8th to 23rd inclusive June 1922.

Restricted Supply in all districts up to 17th June 1923.

The Government Analyst's reports show that the quality of the water is satisfactory.

| | 1922 | 1923 |
|---|---|---|
| Total Rainfall to 30th June | 25·87 in. | 29·07 in. |

H. T. JACKMAN,
Water Authority

Public Works Department.

### HONGKONG HEIGHTS.

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

ISLAND.

| | Feet |
|---|---|
| Signal Station | 1774 |
| Mt Parker | 1734 |
| Mountain Lodge | 1720 |
| The Eyrie | 1725 |
| Peak Hotel | 1305 |
| Taikoo Sanatorium | 1000 |
| Mt. Davis | 877 |
| Bowen Rd. (filterbeds | 893 |

MAINLAND.

| | |
|---|---|
| Taimoshan | 3124 |
| Kowloon Peak | 1971 |
| Lion Rock | 1648 |
| Shatin Pass | 1000 |
| Customs Pass | 780 |
| Devil's Peak | 724 |


**Can You Afford the Risk?**

Were you ever seized with a severe attack of cramp colic or diarrhoea without a bottle of Chamberlain's Colic and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor could possibly be called, and it never fails even in the most severe and dangerous cases. For sale by all Chemists and Stockeepers.



## C. E. WARREN & CO., LTD.

SANITARY ENGINEERS
MONUMENTALISTS

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Tel. Central No. 260

Large stock of
BATHS and BATH ROOM FITTINGS.
LAVATORY BASINS FLUSH CLOSETS.
COMMODES, BIDETS, &c., &c.

OPEN & CLOSED STOVES, COOKING RANGES, TILED GRATES.

AMERICAN & ITALIAN MARBLE MEMORIALS—Also in polished Hongkong Granite.

A large selection of Artificial Wreaths.

Prices on Application.



COLLECTION OF
**POSTAGE STAMPS**
mounted in books containing both mint and used stamps

| | | | |
|---|---|---|---|
| 500 | stamps all different for | $ | 4.- |
| 1000 | do do | $ | 8.- |
| 1500 | do do | $ | 18.- |
| 2000 | do do | $ | 30.- |
| 3000 | do do | $ | 50.- |
| 4000 | do do | $ | 75.- |
| 5000 | do do | $ | 3100.- |
| 10000 | do do | $ | 3500.- |

FULL SATISFACTION GUARANTEED.

**GRACA & CO.,**
Dealers in Philatelic Goods, Pictorial Postcards, Flower and Vegetable Seeds, Toys etc., etc.
No. 10, Wyndham Street,
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## SHOEMAKERS.
(Japanese Hand Made)

**Every kind of Footwear. MADE TO ORDER.**



**CHERRY & CO.,**
6, D'AGUILAR STREET,
Opposite Kaysmally & Co.
Telephone Central No 491
Hongkong, March 20, 1914.



## YEE SING.
GENTLEMEN'S
TAILOR
Tel. 1882 12, Wellington Street.



**WING FAT CHEUNG**
SPARROW CARDS (MA JONG)
FOR SALE. CARDS MADE OF IVORY AND FISH BONE.
No 276, Queen's Road Central
BRANCH
No. 39, Man Fam Street East.



**ASAHI BEER**




SOLE AGENTS.
MITSUI BUSSAN KAISHA


## ODDS AND ENDS.

MAINLY SCISSORS LOOT.

**"Waterproofing" A Tent.**

To make a tent waterproof take one quart of boiled linseed oil and thoroughly mix it with a pint of terebene. Brush the mixture carefully over every part of the tent and allow it to dry in the sun. This may take two or three days, according to the weather, and the tent should be taken under cover each day at sundown and placed in the open again the following day.

**Ruhr Broadcasting.**

The voice of Paris is to be brought nightly to the French soldiers in the Ruhr, as a consolation for their loneliness. The Government has accepted a newspaper's offer to send into occupied territory three motor-lorries, which will be equipped with broadcasting apparatus and megaphones and will catch and reproduce the daily Eiffel Tower concerts. The lorries will move from camp to camp within a radius of about 400 miles from Paris, stopping in particular with out-of-the-way detachments with no means of passing the time off duty.

**Sour Milk Uses.**

When milk "turns" in hot weather or in the course of a thunderstorm, it need not occasion any grief to the careful housewife. Sour milk may be substituted for sweet in a cake recipe, and will make the finished article lighter and more tender. A teaspoonful of baking soda should be added for every cupful of sour milk to neutralise the acid. Sour milk can be made into excellent cream cheese if hung up in muslin and allowed to drain for twelve hours. The drained whey is used in many country districts as a complexion wash being most refreshing and beneficial to the skin.

**An Island Scourge.**

A splendid specimen of the deadly "fer-de-lance" snake has just arrived at the London Zoo's Reptile House, where it is fretting because it cannot bite anybody.

To tell the honest truth, this reptile is a beast. Even the "Encyclopædia Britannica," which hesitates to say a harsh word about anything, calls the "fer-de-lance" "the most ill-famed" of the serpents.

Ukleke the majority of snakes, it, does not seem to mind the approach of a human being—it just bites him.

As the venom is as bad as ins worst manufactured in the snthe world, and as, in addition, ait favourite haunts are coffee and sugar plantations, it is not surprising that in the island of Martinique alone it causes 100 deaths a year.

There is a special laboratory locally where the chief industry is the manufacture of anti-"fer-de-lance" serum with which victims are inoculated in the hope of saving their lives.

Even with the treatment, about half of the patients are said to die.

The "fer-de-lance" is usually a dull olive green in colour, which makes it extraordinarily hard to detect among the vegetation, and the fact that it gives no warning in the shape of a hiss or rattle also increases its chances of making a human "kill."

Yet there is a story to the effect that the ordinary pig is practically immune to the bite of this terror, and tramples on it contemptuously before eating it. Possibly the pig's armour of pure lard prevents the poison getting into the circulation.

L. G. M.

## MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

### Butcher Meat.

| | | July 19, 1923. Cts. | June 1913. Cts. | June 1914. Cts. |
|---|---|---|---|---|
| Beef Sirloin,—Nei Lung Pa | lb. | 30 | 24 | 15 |
| " Prime Cut | " | 30 | 24 | 12 |
| " Corned,—Ham Ngau Yuk | " | ... | 23 | 20 |
| " Roast,—Shin | " | 30 | 24 | 22 |
| " Breast,—Ngau Nam | " | 26 | 20 | 18 |
| " Soup,—Tong Yuk | " | 26 | 20 | 18 |
| " Steak,—Ngau Yuk Pa | " | 30 | 24 | 22 |
| " Steak Sirloin,—Ngau Lau | " | 40 | 30 | 35 |
| " Sausages,—Ngau Cheung | " | 20 | 26 | 20 |
| Bullock's Brains,—Ngau No | per set | 12 | 10 | 12 |
| Tongue, fresh,—Ngau Li | each | 60 | 50 | 60 |
| Tongue, corned,—Ham Ngau Li | each | cents. | 60 | — |
| " Head,—Ngau Tau | each | 1.00 | 1.00 | 1.20 |
| " Heart,—Ngau Sam | lb. | 16 | 13 | 14 |
| " Hump, Salt—Ngau Kin | " | 26 | 20 | 18 |
| " Feet,—Ngau Keuk | each | 12 | 10 | 12 |
| " Kidneys,—Ngau Yiu | " | 12 | 10 | 12 |
| " —Ngau Mei | " | 24 | 20 | 22 |
| " Liver,—Ngau Kon | lb. | 16 | 13 | 14 |
| " Tripe (undressed), Ngau To | lb. | 8 | 6 | 7 |
| Calves' Head and Feet,—Ngau-tsai-tau-keuk | set | $1.20 | 1.00 | 1.00 |
| Mutton Chop,—Yeung Pei Kwat | lb. | 40 | 26 | 25 |
| " Leg,—Yeung Pei | " | 40 | 26 | 25 |
| " Shoulder,—Yeung Shau | " | 36 | 24 | 24 |
| " Saddle,—Yeung On Yuk | " | 40 | 16 | — |
| Pig's Chitlings,—Chu Chong | " | 36 | 25 | 27 |
| " Brains,—Chu No | per pot | $3 | 22 | 12 |
| " Feet,—Chu Keuk | lb. | 15 | 15 | — |
| " Fry,—Chu Chap | " | 40 | 15 | 18 |
| " Head,—Chu Tau | " | 18 | 20 | — |
| " Heart,—Chu Sam | each | 12 | 10 | 10 |
| " Kidneys,—Chu Yiu | each | 12 | 10 | 8 |
| " Liver,—Chu Kon | lb. | 35 | 30 | 24 |
| Pork Chop,—Chu Pai Kwat | " | 30 | 25 | 23 |
| " Leg,—Chu Pei | " | 32 | 28 | 27 |
| " Loin,—Chu Hau Tan | " | 18 | | — |
| " Fat or Lard,—Chu Yau | " | 22 | 21 | — |
| Sheep's Head and Feet,—Yeung Tau-Keuk | set | 75 | 60 | 70 |
| Heart,—Yeung Sam | each | 10 | 8 | 7 |
| Kidneys,—Yeung Yiu | each | 15 | 12 | 10 |
| " Liver,—Yeung Kon | lb. | 40 | 26 | 25 |
| Sucking Pigs, to order,—Chu Tsai | " | 25 | 25 | 22 |
| Suet, Beef,—Shang Ngau Yau | " | 26 | 20 | 18 |
| " Mutton,—Shang Yeung Yau | " | 40 | 26 | 24 |
| Veal,—Ngau Tsai Yuk | " | 24 | 20 | 19 |
| Sausages,—Ngau Tsai Cheung | No. 1 lb. | 28 | 20 | 20 |
| | | 30 | — | — |

### Fish.

| | | | | |
|---|---|---|---|---|
| Barbel,—Ha Yu | lb. | 26 | 19 | 24 |
| Bream,—Pin Yu | " | 28 | 20 | 16 |
| Canton Fresh Water Fish,—Hoi Sin Yu | " | 32 | 18 | 16 |
| Carp,—Li Yu | " | 36 | 16 | 27 |
| Catfish,—Chik Yu | " | 40 | 12 | 9 |
| Codfish,—Mun Yu | " | 36 | 20 | 25 |
| Crabs,—Hai | " | 45 | 23 | 28 |
| Cuttle Fish,—Muk Yu | " | 24 | 16 | 2 |
| Dab,—Sha Mang Yu | " | 45 | 23 | 15 |
| Dace,—Wong Mai Lap | " | 16 | 10 | 9 |
| Dog Fish,—Tit To Sha | " | 10 | 10 | 8 |
| Eels, Conger,—Hoi Man | " | 34 | 16 | 16 |
| " Fresh water,—Tam Shui Yu | " | 34 | 20 | 18 |
| " Yellow—Wong Sin | " | 42 | 26 | 30 |
| Frogs,—Tit Kai | " | 60 | 32 | 25 |
| Garoupa,—Shek Pan | " | 42 | 40 | 20 |
| Gudgeon,—Pak Kap Yu | " | 16 | 18 | 15 |
| Herrings,—Tso Pak | " | 30 | 22 | 18 |
| Halibut,—Cheung Kwan Kap | " | 16 | 18 | 23 |
| Labrus,—Wong Sa Yu | " | 22 | 22 | 15 |
| Loach,—Wu Yu | " | 52 | 22 | 24 |
| Lobsters,—Lung Ha | " | 40 | 32 | 21 |
| Mackerel,—Chi Yu | " | 26 | 20 | 26 |
| Monk Fish,—Mong Yu | " | 36 | 32 | 28 |
| Mullet,—Tsai Yu | " | 26 | 18 | 2 |
| Oysters,—Shang Ho | " | 30 | 18 | 22 |
| Parrot Fish,—Kai Kung Yu | " | 26 | 14 | 9 |
| Perch,—Tau Lo | " | 28 | 20 | 15 |
| Pike,—Fa Pau Fong | " | 10 | 16 | 9 |
| Plaice,—Pan Yu | " | 42 | 28 | 14 |
| Pomfret, Black,—Hak Chong | " | 40 | 26 | 29 |
| Pomfret, White, Pak Chong | " | 48 | 36 | 30 |
| Prawns,—Ming Ha | " | 50 | 36 | 45 |
| Ray,—Pai Pa Sha | " | 10 | 10 | 14 |
| Rock Fish,—Shak Kau Kung | " | 18 | 12 | 16 |
| Roach,—Chun Yu | " | 36 | 22 | 16 |
| Salmon,—Ma Yau | " | 45 | 36 | 30 |
| Shark,—Sha Yu | " | 10 | 8 | 10 |
| Skate,—Po Yu | " | 18 | 10 | 10 |
| Shrimps,—Ha | " | 45 | 26 | 25 |
| Snapper,—Lap Yu | " | 48 | 32 | 20 |
| Soles,—Tai Sha Yu | " | 36 | 20 | 26 |
| Perch,—Wan Yu | " | 34 | 22 | 18 |
| Tadpole,—Tso Hsai Yu | " | 30 | 18 | 22 |
| Turtle, small fresh water,—Sui Yu | each | 90 | 40 | ... |

### Poultry.

| | | July 19, 1923. Cts. | June 1918 Cts. | June 1914 Cts. |
|---|---|---|---|---|
| Chicken,—Kai | lb. | 70 | 30 | 31 |
| Capons, Small,—Sin Kai | " | 60 | 28 | 30 |
| Capons, Large,—Sin Ke | " | 65 | 28 | 30 |
| Duck,—Ap | " | 45 | 22 | 21 |
| Doves,—Pan Kan | each | ... | — | — |
| Eggs, Hen,—Kai Tan (cooking) | per doz | 26 | 18 | — |
| Eggs, Hen,—Kai Tan (fresh) | per doz | 30 | 25 | 20 |
| Fowls, Canton,—Kai | lb. | 75 | 38 | 34 |
| Fowls, Hainan,—Hoi Nam Kai | " | 60 | 28 | — |
| Geese,—Ngo | " | 45 | 24 | 34 |
| Pigeons, Canton,—Pak Kap | each | 60 | 30 | |
| " Hothow,—Hoi Hau Pak Kap | each | 30 | 15 | |
| Turkeys, Cock,—Fo Kai Kung | lb. | 55 | 60 | 5 |
| Turkeys, Hen,—Fo Kai Na | " | 50 | 52 | 45 |
| Snipe,—Sha Tsui | each | ... | 22 | — |
| Pheasant,—Shau Kai | " | ... | — | — |
| Quail,—Om Chun | " | ... | — | 2 |
| Partridges,—Che Ku | " | ... | — | — |

### Fruits.

| | | | | |
|---|---|---|---|---|
| Almonds,—Hang Yan | lb. | 65 | 35 | |
| Apples, (California),—Kam Shan Ping Ko | " | 30 | 24 | |
| Bananas, (bride's), Macao,—Sam Heung Chiu | " | 5 | 4 | |
| Carambola,—Yeung To | " | ... | 12 | — |
| Cocoanuts,—Ye Tse | each | 11 | 10 | 10 |
| Lemons, China,—Ling Mung | lb. | 12 | 7 | |
| Lemons, (America),—Kam Shan Ling Mung | each | 7 | 8 | 8 |
| Lichees, Dried, (small stone),—Lai Chi Kon | lb. | 30 | 25 | 3 |
| Oranges, (Canton), Sweet—Shan-sheng Tim Chang | lb. | 32 | — | 10 |
| Oranges, Tim Chang | " | 32 | — | 15 |
| Pears, (Canton),—Cooking,—Sha Li | " | 10 | | — |
| Peanuts,—Fa Shang | " | 12 | 10 | 12 |
| Persimmons, Large,—Hung Tse | " | ... | 12 | — |
| Plantain,—Tai Chiu | each | 4 | 3 | 4 |
| Pumelo, Siam,—Tsim Lo Yau | each | 12 | 12 | 6 |
| Walnuts,—Hop To | lb. | 14 | | 16 |
| Grapes,—Po Tai Tsz | " | ... | | — |

### Vegetables, &c.

| | | | | |
|---|---|---|---|---|
| Artichokes,—Ah Chi Cheuk | each | | | 5 |
| Beans, Sprout,—Nga Tso | lb | 4 | | 7 |
| " Long,—Tau Kok | " | 11 | 8 | — |
| Beet Root,—Hung Tsoi Tau | each | 2 | 8 | 6 |
| Bitter Squash,—Fu Kwa | " | 6 | — | — |
| Brinjals, Green,—Ching Yun Kwa | " | 6 | 5 | 9 |
| " Red,—Hung Kse | " | 6 | 5 | 8 |
| Cabbage Chinese, (common),—Kai Tsoi | " | 8 | 5 | 12 |
| " (Shanghai)—Ye Tsoi | " | 14 | 12 | — |
| Cane Shoots, bunch,—Kau Shun | " | ... | — | 9 |
| Cauliflower (Large),—Ye Tsoi Fa | each | ... | — | — |
| (Medium), | " | " | — | — |
| (Small), | " | " | — | — |
| Carrots,—Kam Shun | lb | 6 | 6 | 6 |
| Celery Chinese,—Tong Kan Tsoi | " | 8 | 10 | 8 |
| Chillies, Dried,—Kon Lat Chiu | " | 20 | 25 | 5 |
| " Red,—Hung Fa Chiu | " | 15 | 10 | 6 |
| " Green,—Ching Lat Chiu | " | 12 | 8 | 12 |
| Curry Stuff, English,—Ka Li Chr Lan | lb. | 10 | 10 | 10 |
| Cucumbers,—Ching Kwa | each | 3 | 2 | — |
| Garlic,—Sun Tau | lb. | 6 | 8 | ... |
| Ginger young,—Sun Tse Keung | " | 12 | 7 | ... |
| Ginger, old,—Lo Keung | " | 8 | 10 | ... |
| Horseradish, Shanghai,—Lit Kan | " | 10 | 45 | ... |
| Indian Corn,—Shuk Mai | each | 7 | 6 | 4 |
| Lettuce,—Yeung Shang Tsoi | lb. | 6 | 1 | |
| Water Chestnuts,—Ma Tai | lb. | 10 | 8 | 6 |
| " Mandarin,—Kwai Lam Ma Tai | " | 10 | 8 | |
| Mushrooms, Fresh,—Shang Tso Ku | lb. | 50 | ... | 3 |
| Okros | lb. | 12 | 1 | 10 |
| Onions, Bombay,—Yeung Chung Tau | lb. | 10 | 8 | 6 |
| Onions, Green,—Shang Chung | lb. | 6 | 4 | 6 |
| Onions, Shanghai,—Sheung-hoi Chung Tau | " | 6 | 6 | ... |
| Parsley,—Kun Tsoi | " | 20 | 60 | 8 |
| Potato, Sweet,—Fan Shu | " | 4 | 3 | |
| " Japanese,—Yat Pun Shu Tsai | lb. | | 8 | — |
| " American,—Fa Ki Shu Tsai | lb. | 7 | 8 | 10 |
| Pumpkin,—Tung Kwa | lb. | 4 | 3 | 4 |
| Radish,—Hung Lo Pak Tsai | " | 4 | 6 | ... |
| Rhubarb (Fresh),—Tai Wong | " | ... | ... | 10 |
| Shallots,—Kong Chong Tau | " | 6 | 8 | 8 |
| Spinach,—Tit Tsoi | " | 5 | 4 | |
| Tomatoes,—Fan Ke | " | 10 | 7 | 7 |
| Taro,—Wu Tau | " | 6 | 6 | |
| Turnip, White, (Large),—Lo Pak | " | 6 | 4 | |
| Vegetable Marrow,—Tsit Kwa | " | 3 | 4 | ... |
| Water Cress,—Sai Yeung Tsoi | " | 16 | 15 | ... |
| " Lily tree,—Lit Ngau | " | 8 | 8 | ... |
| Yam Ta Shu | " | 5 | | |


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Hongkong, May 1, 1923.



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## INTIMATIONS.

G. R.

FOUR THOUSAND DOLLARS REWARD.

ATTEMPTED MURDER.

At 1.05 p.m., on the 16th July, 1923, whilst Mr. SHAM TSZE LEUNG, Superintendent of the Chinese Telegraph Administration in Hongkong, was entering his car outside the Telegraph Offices, Hongkong, one of three unknown persons discharged shots from a revolver or pistol at him causing injuries which necessitated his removal to the Government Civil Hospital. The assassins dropped one revolver a short distance from the scene of the shooting and made good their escape.

It is hereby notified that a reward of Four Thousand Dollars ($4,000.00) will be paid by the undermentioned to any person giving information that will lead to the arrest and conviction of the culprit or culprits.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, 24th. July, 1923.

---

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per share for the six months ending 30th June, 1923, will be PAYABLE on WEDNESDAY, 8th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 26th July to Wednesday, 8th August, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.

JOHN ARNOLD,
Secretary.

Hongkong, July 10, 1923.

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HONGKONG LAWN TENNIS ASSOCIATION.

THE SHIELDS will be presented to the Winners in the "A" and "B" Division of the League by Mrs. Grace at the Indian Recreation Club ground on SATURDAY, 28th. Exhibition Matches Winners versus The Rest will be played commencing at 4 p.m.

JOHN C. FLETCHER,
Hon. Secretary.
Hongkong, July 25, 1923

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PUBLIC AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of July, 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND at Shaukiwan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. S. | E. | W. | Contents in Sq. Feet. | Annual Rent. | Upset Price. |
|---|---|---|---|---|---|---|---|---|
| 1 | Shaukiwan Inland Lot No. 161 | South-West of Shaukiwan Inland Lot No. 83, Shing On Street. | ft. | ft. | ft. | As per sale plan. | $ | $ |
| | | | | | | Inland 3,750 | 34 | 3,750 |

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## MAIL WEEK NEWS.

ITEMS FROM FAR AND NEAR.

Turkey has postponed the application of prohibition until August 1.

* * *

Stepney's town clerk, Mr. G. W. Clarke, has sent in his resignation.

* * *

In the first five months of the year 9,417 immigrants entered Canada.

* * *

During Selkirk Common riding Govenlock, aged 80, was knocked down by a runaway horse and killed.

* * *

A man stated in Bow county-court that his wife always allowed herself 10d. per week for pipe tobacco.

* * *

Mr. James Hines, J.P., a farmer, was fined £5 and two guineas costs at Colchester for allowing a horse to be worked in an unfit state.

* * *

It was announced that the King would be unable to visit Southend when his yacht "Britannia" competed for the town's cup on July 25.

* * *

Mrs. Hilton Philipson, M.P., will appear at the theatrical garden party wearing the costume in which she made her Parliamentary début.

* * *

Mr. John Morgan Harris, 55, described as a music professor, was found in one of the shelters in Roath Park, Cardiff, with his throat cut.

* * *

Mrs. Dora Victoria Fraser, aged 41, of Shaftesbury-avenue, Southend, was found dead with her head in a gas oven. The discovery was made by the fifteen-year-old son. Mrs. Fraser, wife of a motor engineer, had recently complained of her nerves.

* * *

A Newton Abbot teacher who went into the ablution room in the school found a boy of 13 hanging unconscious from a runner towel. He afterwards explained that he was standing on a bench, overbalanced, and caught his neck in the towel as he fell.

* * *

Nearly 800 new settlers arrived in Canada on board the Canadian Pacific steamer "Metegama" on her last trip. The immigrants are said to be perhaps the finest-looking crowd to arrive there this season, the majority of them being younger than the average to land at Quebec. Included in this number was a party of 129 Glasgow girls, who were brought out under the auspices of the Salvation Army.

The annual Scottish conferences of the Boy Scouts' Association were held in Dunblane Hydropathic, and were attended by representative members of the organisation from all parts of Scotland as well as from Imperial Headquarters.

* * *

Patrolling in Hyde Park, a constable found an infant; a few weeks old, abandoned on a footpath. It was scantily clad, but apparently in good health. The baby was removed to the City of Westminster Infirmary in Fulham-road, where the nurses gave it every attention, and it is doing well.

* * *

The Liberal Summer School will be held this year at Cambridge from August 2 to August 9. Professor Gilbert Murray will deliver the opening address, and on two days the chair will be occupied by Lady Bonham-Carter and Mrs. Wintringham, M.P. The valedictory address will be delivered by Mr. Asquith.

* * *

While Canada has only about one-half of one per cent. of the world's population, she produces 90 per cent. of its cobalt, 88 per cent. of its asbestos, 83 per cent. of its nickel, 32 per cent. of its pulpwood, 20 per cent. of its lumber, 20 per cent. of its cured fish, 18 per cent. of its oats, 15 per cent. of its potatoes, 12 per cent. of its silver, 11½ per cent. of its wheat, 11 per cent. of its barley, 4 per cent. of its gold, 4 per cent. of its copper.

* * *

The movement of ex-officers of the British Army to Canada continues. Major Ashton reports that 85, with an average capital of £1,000, have been accepted by the settlement board, with 40 more in sight. Lieut.-Col. Innes, of the Canadian Government, who recently arrived in London from India, states that 40 ex-Indian army officers are also going to Canada. Their average age is thirty and the average capital £2,000. Half of them are taking their families with them.

* * *

A youth of 18, named George Handley employed at an office in Charlwood-street, Pimlico, is in St. George's Hospital suffering from coal-gas poisoning sustained under somewhat unusual circumstances. The youth was intending to light a gas-ring with the idea of making some tea. He had turned on the gas, but before he could put a light to it he was seized with an epileptic fit and collapsed, falling over the gas jets. When he was found a few moments later he was unconscious, and had to be taken to hospital.

## NEW LUXURY SHIP.

SPORTS ARENA OF THE "FRANCONIA."

The Cunard Company's new liner "Franconia," 20,000 tons, has made her maiden cruise round the western isles of Scotland.

Although small in comparison with other large liners, it is claimed for the "Franconia" that she will be the most luxurious ship on the Atlantic service, which she joined at the end of last month. She has has accommodation for 221 first-class, 356 second-class, and 1,266 third-class passengers.

An improved system of ventilation is said to make the vessel supreme in that respect. She possesses a sports arena occupying some 5,000 sq. feet, and extending upwards through two docks, with a full sized squash racquets court, a well equipped gymnasium, and a swimming pool.

A great improvement in third-class accommodation is to be found in this ship. There are two large dining saloons with small tables instead of the usual long tables, and in the cabins there is a much greater degree of airiness than usual.

The "Franconia" has a fully equipped laundry. On the top deck is fitted a modern press room.

## £1,000,000 HUNT.

WRECKED LINER "EGYPT" LOCATED.

From a report received at Lloyd's it is believed that the wreck of the P. and O. liner "Egypt," which foundered after collision off Ushant in May last year, has been located by the salvage expedition which has been equipped to recover the specie in the lost liner.

The report states that the preparation of the necessary appliances for salving the specie will now be put in hand, though it is anticipated that it will be some time before they will be ready.

When the "Egypt" sank she had on board about £1,000,000 in specie, the insurance of which was largely placed at Lloyd's. At first the loss was considered irrecoverable, but in March this year a Swedish engineer came forward with a plan to locate the wreck and salve the treasure.

Secrecy has been maintained as to the salvage methods to be used, and various theories have been advanced, but none has any claim to authenticity.

This much is certain, however: the salvors have infinite faith in their ultimate success, for they have made their contract on the "no cure, no pay" basis.

---


FLYOSAN

MOTHS

Thousands of dollars worth of Furs, draperies, carpets, food, etc., are destroyed annually by moths. The eggs are deposited directly on materials or in the corners of closets and trunks. Two breeds occur during the year. Eggs are deposited in May and August, and are hatched about one month later. By using FLYOSAN it is no longer necessary to pack garments, etc. away in expensive cedar chests, to place valuable furs in storage plants, or to pack various articles in boxes or trunks with offensive mothballs.

Clean the closets thoroughly by washing with soap and water and allow to dry and after a thorough brushing hang clothes inside, than spray FLYOSAN freely at top and bottom and close the door quickly. Repeat the spraying twice monthly, or more often if moths are detected, and these destructive pests will be controlled.

FLYOSAN will evaporate quickly from fabrics if they are placed in a well ventilated place.

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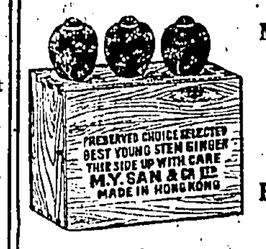
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The China Mail.

HONGKONG, THURSDAY, JULY 26, 1923.

## THE "MOVIES."

Much has been said in favour of, and a little less against, the cinematograph, nothing perhaps on either side to detract against its potency as an educational and humanising entertaining influence. Within the short period of a generation, a new art form and medium has come into being, one that is comparable in influence to the printing press for the communication of ideas, the newest of the arts being of course the motion picture. The transmission of thought and sensation through the eye into the mind is common to all the arts, except music. The motion picture is the truly graphic art, and it has long since advanced from the stage of mere entertainment into a status where, for good or ill, it carries to all classes of the peoples of the world, the news, the drama and the progress of the day. In the motion-picture we have the product, not of one mind alone, but of many minds, a condition which particularly calls for consideration in any attempt to advance from an artistic and from a cultural point of view. Much has been said in criticism of motion pictures, and this criticism has been concerned with a wide range of interests, extending from the choice of subject matter to the inartistic treatment of the text by author, screen adapter, director, producer and exhibitor. Therefore the wise development of this art rather than the condemning of it is to be commended. The responsibility of the public is bound up with that of the author and the producer. Having all this in mind, the resolutions adopted by the first International Congress of Motion Picture Arts held in New York in June last, are to say the least, interesting. Among others they include statements of guiding principles as follows:—

Good taste: The best accepted standards of taste should be reflected on the screen.

Fair Play: No producer or director of motion pictures should consciously give offence to any nationality or religion.

Respect for law: Producers of screen entertainment cannot allow any criticism or suggestion that the motion picture tends to undermine that fundamental trespect for law which traditionally has been a characteristic of our civilisation.

International Relations: In the realisation that the motion picture is the only universal language, producers in all countries should have due regard to the fact (*a*) that their own people will be appraised elsewhere as their own films present them; and to the fact (*b*) that the citizens of other countries will assume their status abroad from the manner in which foreign producers represent them. As a medium of international amity the motion picture is mightier than treaties.

The motion picture should maintain exact standards of accuracy in the representation of the facts of history, costume and normal human conduct.

Since access to the motion picture theatre is general to all ages, classes and races of the populace, portrayal of the strongest human situations and inevitably sordid human experiences should be accomplished with that restraint which has always been the model of good literature.

Other aspects of the motion picture leading to further high principles were discussed, but sufficient has been indicated to show that there is a real spirit of endeavour abroad to make the cinema a real force for good in the world.

### Hotelettes.

It is but given to few of us to be able to think of things beyond our immediate ken or circle—the matters which interest us more or less vitally. To adopt a wider outlook seems, on the surface of things, to be the special gift of the few. Our present King when Prince of Wales, on the occasion of his return from a world trip, urged the people to "Think Imperially." The slogan spoke for itself. The business magnate is invariably a man of action and foremost a man of vision. Like John Wesley in another realm of "business" the world is his Parish and in that connection he is likely to think less of the small and not so spectacular items of business, which may swim into his ken but soon swim out again as not either worth much thought or have nothing in them to commend themselves as money-making propositions, than the larger ones that occupy his mind. This particular aspect of the matter came to us in reading the interview which Mr. J. H. Taggart, the enterprising Managing Director of the Hongkong Hotel, Ltd., gave to one of our representatives yesterday. It was suggested to Mr. Taggart that now that the island is so well opened, a ring of hotels might be contemplated. Mr. Taggart replied that "things have not gone as far as that yet." We suggest that unconsciously perhaps, Mr. Taggart was thinking imperially—thinking in the larger terms of the big hotel instead of something on a much smaller basis, and which we have ventured to describe as Hotelettes. This is the idea which with due and becoming modesty we venture to put before Mr. Taggart and his board of directors. There is a beautiful stretch of road running from the Shaukiwan end of the city towards Repulse Bay on which it should not be difficult to find six sites on to which to build a fairly large type of boarding house to accommodate parties of from six to a dozen—the type of person—and they exist—who would be content to live away from the bustle of the town and who do not find it difficult to amuse themselves in the evenings. Such a string of houses could be served by a motor bus running at stated times during the day, allowing residents to get to business in good time in the morning, possibly back to tiffin, with a late bus at nights on stated occasions to allow those who desire to do so to attend functions in the city. The supervision of such houses might well be placed in the control of specially trained and trusted No. 1 Boys, of which the Hotel Co., should have quite a number. The idea perhaps needs further elaboration, but this is the bare skeleton of it. It may not stand the test of Mr. Taggart's expert analysis. It may not even stand the fatal test of all things that it is "not quite a good paying proposition." But the Hotel Co., might well consider it. It would earn the gratitude of quite a few and place such large money-making concerns in quite a new light, and help us to shatter the assertion that a limited company has no soul. At the risk of being accused of speaking with our tongue in our cheek, we say that the Hotel Co., is a not unimportant feature of life out here. Think of its many activities, of the spirit of improvement which seems continually to brood over its different hostelries. Take these away, and then think of what conditions would be like. True, another apostle of progress might arise, but the enthusiast and the apostle are not always alike. We trust the idea of Hotelettes is not too utopian.

### To-day's Poem.

*(Dream Pedlary.)*

If there were dreams to sell,
What would you buy?
Some cost a passing bell;
Some a light sigh
That shakes from life's fresh crown
Only a rose-leaf down.
If there were dreams to sell,
Merry and sad to tell,
And the crier rang the bell,
What would you buy?

A cottage lone and still,
With bowers nigh,
Shadowy my woes to still
Until I die.

Such pearl from life's fresh crown
Fain would I shake me down.
Were dreams to have at will,
This would best ease my ill,
This would I buy.

—THOMAS LOVELL BEDDOES.

## SHADOWS BEFORE.

**Coming Events Advertised In The Mail.**

### ENTERTAINMENTS.

July 26.—Coronet Theatre; Leah Baird in "Don't Doubt Your Wife."

July 26.—World Theatre; Rosemary Theby and Hamilton Revelle in "Good Women."

July 26.—Star Theatre; Nicola, the World's Greatest Magician and Illusionist. Grand change of programme.

July 27.—Band Concert, Volunteer Parade Ground, 9.15 p.m.

### SPORT EVENT.

July 28.—Shields presentation at the Indian Recreation Club ground and Exhibition Matches at 4 p.m.

### LAND SALE.

July 30.—Crown Land Sale at P.W.D. Offices, 3 p.m.

### PUBLIC AUCTIONS.

July 27.—Lammert Bros., valuable household furniture, at 2.30 p.m.

July 27.—Lammert Bros., valuable collection of postage stamps. Sales rooms, 5.15 p.m.

## LOCAL AND GENERAL.

The Anderson Music Co., announce the arrival of a new stock of strings for violin, mandoline, banjo, guitar and ukulele.

The consignment of silk, forwarded from here by the C.P.S. "Empress of Australia" on June 29, arrived in New York on July 22 having been 23 days in transit.

Europeans may wonder if there is any coincidence in the decorations which to-day adorn the old Post Office, the A. P. C. and other buildings in town. To-day is the anniversary of the builders' patron saint on which the men in the trade have a holiday.

Three Houses in Honam were destroyed by the typhoon and the streets in Ke Hing Lee are flooded to a depth of two and half feet says the *Canton Daily News*. Six sampans are reported capsized and some persons were drowned. Some of the telephone wires along the bund were destroyed.

Before the members of the China Society at a well attended meeting held at the School of Oriental Studies, Finsbury-circus, on June 14, Dr. W. W. McGovern, leader of the British Buddhist Mission, described his recent journey to Lhasa, and his experiences in Tibet. Sir Denison Ross presided. Dr. McGovern told how after being turned back from the frontier with the Mission he determined to make a second and secret attempt. Disguised as a coolie, his whole body dyed and painted in order to avoid detection, he eventually reached the Forbidden City. The Indian Government had learned of his attempt, and had telegraphed to the Government, so that local officials were ordered to examine all travellers. The party was subjected to scrutiny at every stage of the journey, but Dr. McGovern, disguised as a humble hireling with a heavy pack on his back, was, happily, only superficially examined.

## SOCIAL AND PERSONAL.

Passengers who departed by the s.s. "Devanha" yesterday included Mr. W. Kay, Mrs. and Miss Groskamp, Mrs. G. Stubbings and Mr. W. Cawsey.

The Venerable John Holden was consecrated Bishop of Kwangsi and Hunan at the Chapel at Lambeth Palace by the Archbishop of Canterbury. The ceremony was most impressive, cables *Reuter*.

The marriage is announced of Mr. Nathaniel Gist Gee, of the China Medical Board of the Rockefeller Foundation at Peking, to Christine Norah, daughter of Mr. John Henderson Smith of Greenwood, South Carolina.

Mr. Tom Addis, B.A., Oxford, of the Inner Temple, was called to the Bar on June 13th. In the recent Honours List of the Cambridge University Mechanical Science Tripos, appears the name of William Addis, of Magdalen College. Both these are sons of Sir Charles Addis, K.C.M.G., and brothers of Mrs. D. G. M. Bernard of Hongkong.

Lady Severn attended the Court held by Their Majesties the King and Queen at Buckingham Palace on June 13th. She was presented by Marchioness Curzon of Kedleston. Lady Severn wore a gown of gold and white brocade, draped on the hip, with a train of old lace over gold tissue. At the Court held on June 14th Miss Margaret Landale was presented by her mother, Mrs. David Landale.

## "HONG MOH" WRECK.

### THREE "CARLISLE" MEN DECORATED.

#### HEROIC DEEDS RECALLED.

LONDON, July 26.

At an investitute in Buckingham Palace, the King pinned the Board of Trade medal for gallantry in saving life at sea on the breasts of three members of the crew of H.M.S. "Carlisle" for rescue work when the steamer "Hong Moh" struck the rocks near Swatow. —*Reuter.*

[The Singapore s.s. "Hong Moh" was wrecked on the Boat Rocks, Lammock Island, near Swatow, on March 3rd, 1921. She was transporting a large number of Chinese coolies, many of whom, jumping overboard with their belongings fastened to them, lost their lives. The master of the vessel, Capt. Holmes, perished in the disaster. The China Navigation Co.'s vessel, the s.s. "Shansi," saved the European crew and 38 Chinese deck passengers. H.M.S. "Foxglove" saved 28 lives. H.M.S. "Carlisle," on receipt of a wireless message, rushed to the scene of the disaster, and succeeded in picking up 201 Chinese. Particularly gallant efforts were made by Capt. Evans who put off from the "Carlisle" in a motor-boat with a cutter in tow. When the motor-boat got near to the wreck a number of exhausted survivors were observed on the unsubmerged part of the wreck, and Capt. Evans stripped and swam through the tumultuous seas to the wreck with a life-line. He succeed in taking off several survivors, leaving only one man, who was dead in the rigging. When at another time the propellor of the motor-boat fouled in wreckage, Capt. Evans again stripped and entered the water to clear away the obstruction, assisted by an able seaman. It was stated that Capt. Evans was himself instrumental in saving about a hundred lives. According to evidence given at the Marine Court of Inquiry there were 1,100 people aboard the "Hong Moh" when she was wrecked. In addition to those already mentioned as having been rescued, a number were taken off by smaller vessels, but a large number of those aboard the ill-fated vessel perished.]

## JUNK PIRATED.

### CREW REPORTED KILLED.

News has reached the colony of another piracy on a Chinese junk outside British waters. At about 6 p.m. on the 21st. a trading junk of about 900 piculs capacity was pirated. No details are forthcoming beyond a statement by the master that all of the crew were killed with the exception of a small boy. The crime took place near Hainam Island.

## INTERPORT ROWING.

The Rowing Committee of the Victoria Recreation Club has decided that it cannot see its way to co-operate with the Royal Hongkong Yacht Club in selecting an interport rowing team to visit Shanghai. The position is that the Shanghai Rowing Club has not sent an invitation to the V.R.C., though it has invited the R. H. Y. C. to co-operate with the V.R.C. and send an interport team to row against Shanghai.

## LOCAL AND GENERAL.

We have received the following Government department reports for the year 1922: General Post Office, Secretary for Chinese Affairs, Director of Public Works, Director of Education, Medical Report. Large claims on our space prevent us making a more extended notice of these reports until to-morrow.

The Police Recreation Club will be without a cricket ground this coming season as their pitch at Happy Valley has been taken up in connection with alterations to the plot. One or two other clubs have offered to lend the police grounds when not engaged but it is feared that if they do not have one of their own they will not be able to compete in the league. It is stated that the Police will ask the Polo Club to let them have the use of the polo ground during the season.

About ten o'clock this morning, an Indian watchman who is believed to be a moneylender, named Palla Singh, was stabbed at Sookumpoo. He is stated to be employed at Messrs. A. S. Watson's Bay View premises and had gone to Sookumpoo where he met his alleged assailant, a Shanghai Chinese. After being wounded he proceeded to Causeway Bay and was removed to the French Convent Hospital by Mr. Pack of the Electric Light Co. and some other gentlemen. It is supposed that the wounded man had some dispute with the Chinese.

## LEGISLATIVE COUNCIL.

### THIS AFTERNOON'S MEETING.

#### TWO NEW BILLS.

When, following a six week's interval, the Legislative Council met this afternoon the items upon the agenda paper included the first readings of two new Bills respectively amending the Crown Rights (Re-entry) Ordinance, 1870, and appropriating a supplementary sum for the public service and the second reading of the Bill to provide for the carrying on of the work formerly carried on by certain German societies in the Colony.

### ATTENDANCE.

There were present:—

His Excellency the Governor, Sir R. E. Stubbs, K.C.M.G.

The Acting Colonial Secretary, the Hon. Mr. A. G. M. Fletcher, C.M.G., O.B.E.

The Attorney-General, the Hon. Mr. J. H. Kemp, K.C., C.B.E.

Col. Davy, C.M.G., D.S.O. (representing the G.O.C.).

The Director of Education, the Hon. Mr. E. A. Irving.

The Acting Director of Public Works, the Hon. Mr. H. T. Jackman.

The Colonial Treasurer, the Hon. Mr. C. McI. Messer.

The Hon. Mr. H. T. Pollock, K.C.

The Hon. Mr. A. R. Lowe.

The Hon. Mr. R. H. Kotewall.

The Hon. Mr. A. O. Lang.

The Hon. Mr. P. H. Holyoak.

The Hon. Mr. Chau Siu-ki.

Mr. S. B. McElderry, Clerk of Councils.

### PAPERS TABLED.

The Hon. Colonial Secretary tabled the financial minutes, the report of the Finance Committee, the amendment of the removal of patients by-laws, and various regulations already published in the *Government Gazette*.

### CROWN RIGHTS.

#### RE-ENTRY ORDINANCE AMENDED.

The Hon. Attorney-General moved the first reading of a bill to amend the Crown Rights (Re-entry) Ordinance, 1870.

The policy of this bill is as follows:—

(a.) It is made clear that the Ordinance applies to any tenancy under the Crown of any land which is registered in the Land Office.

(b.) The lessee is given a right to petition the court in every case in which he could have claimed relief against a private party.

(c.) The lessee is given a right to petition the Governor in Council in every case.

(d.) A petition to the Governor in Council is made a bar to any subsequent petition to the court, but a petition to the court is not made a bar to a subsequent petition to the Governor in Council, which might be for a moral claim only or for relief as a mere act of grace.

(e.) The limitation of time for both petitions is made 12 months, except with the consent of the Governor in Council.

The Colonial Secretary seconded and the Bill was read a first time.

### COLONY'S FINANCES.

#### SUPPLEMENTARY APPROPRIATION.

The Hon. Colonial Secretary moved the first reading of a bill to authorize the appropriation of a supplementary sum of $1,508,594.78 to defray the charges of the year 1922, as follows:—

| | |
|---|---|
| Governor | $ 3,203.62 |
| Secretariat for Chinese Affairs | 515.67 |
| Harbour Master's Department | 15,683.36 |
| Royal Observatory | 3,159.10 |
| Miscellaneous Services | 1,099,859.35 |
| Police Department | 12,397.51 |
| Fire Brigade | 5,172.07 |
| Military Expenditure | 2,354.56 |
| Public Works Department | 19,994.89 |
| Public Works Recurrent | 175,096.30 |
| Kowloon-Canton Railway | 125,589.75 |
| Pensions | 36,250.04 |
| Charitable Services | 9,318.56 |
| Ttotal | $1,508,594.78 |

The Colonial Treasurer seconded and the Bill was read a first time.

### GERMAN SOCIETIES.

The Hon. Attorney General moved the second reading of the bill to provide for the carrying on of the work formerly carried on by certain German societies and persons in the Colony of Hongkong, and to deal with certain property formerly held or administered by, or used in connection with the work of, such societies and persons in the Colony of Hongkong, and to provide for the control of the persons by whom the said work is to be carried on.

The Colonial Secretary seconded and the Bill, after being considered in committee, was passed with one or two minor amendments suggested by the Hon. Mr. H. E. Pollock.

### ADJOURNMENT.

The Council adjourned to this day week at 2.30 p.m.

## WHERE THE MONEY GOES.

### $50,000 FOR NEW RAILWAY WAGONS.

#### THIS AFTERNOON'S VOTES.

The following votes submitted by H.E. the Governor were considered by the Finance Committee of the Legislative Council this afternoon:—

$50,000 on account of Kowloon-Canton Railway, special expenditure, wagons.

$36,000 in aid of the vote Public Works, extraordinary, New Territories, Public Health and Buildings Ordinance, 1903, (114) compensation and resumptions.

$33,000 in aid of the vote Public Works, extraordinary, New Territories, buildings, (93) Quarters for Indian married police.

$11,000 in aid of the vote Sanitary Department, special expenditure, exhumation, various cemeteries.

$10,524 in aid of the following votes:—

| | |
|---|---|
| Kowloon-Canton Railway, other charges, loco, carriage and wagon department, materials for repairs, and renewals: | |
| Carriages | $2,500.00 |
| Special expenditure, loco, carriage and wagon expenses:— | |
| Additional machines for workshops | 8,024.00 |
| Total | $10,524.00 |

$10,000 on account of Public Works, extraordinary, Kowloon, buildings, sexton quarters, Kowloon Cemetery.

## COMMERCIAL.

### HONGKONG NOTES AND COMMENT.

#### METALS.

Round Bars—½" to 1" sizes were quoted by local dealers this morning at $5.90/$6.00 per picul ex-godown, one month's clearance, cash against delivery, with usual guild stipulations. On Tuesday sales were made at about $5.50 and the higher quotation is the result of there being buyers in the market for Tientsin. However, up to noon, no business has been recorded to-day.

Wire Nails—1" and 1½" were quoted (nominal) at $11.50 per picul keg this morning, the price having gone up slightly in sympathy with the firm tone at Home. Although little business has been brought to book, there is no doubt that an undercurrent of activity is evident in the market as the majority of people in the metals trade are talking nails continually.

### GINGER EXPORTS.

Small lots of cargo and stem ginger to fill "routine" orders are going forward mostly to Europe. The Chinese dealers will be having their busy season as soon as the crops are harvested and unless there is an appreciable improvement in trade most of them will suffer from lack of orders.

### JAVA SUGAR.

It is rumoured that a Japanese sugar firm is offering some No. 24 rough whites on the market in futures although the leading dealers deny this.

## TYPHOON WEATHER.

The telegram quoted below was received form the Manila Observatory by the local American consulate General.

11.30 a.m. July 26.

Typhoon in about 118 deg. Long. E. 20 deg. Lat. N. moving W.N.W.

## STABBED TO DEATH.

In the small hours of this morning, armed robbers entered a dwelling at Wo Kung Tam, near Tsin Wan village, and stabbed to death the master of an incense factory who lived in the place.

# SHIPPING PROFITS.

## GOVERNMENT'S STATEMENT.

## CHARGES DENIED.

### INSIDE STORY OF THE CONTROL.

The precis which the Colonial Secretary, the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E., recently said he was making in answer to the charges levelled against the Government in connection with the profits made by ships requisitioned during the war, was tabled at this afternoon's meeting of the Legislative Council. The statement bears Mr. Fletcher's signature and covers 19 pages. Below we give the greater portion.

### HOME ORDERS.

#### Colony's Vital Needs.

The publication of a report upon shipping control in Hongkong during the war has remained in abeyance pending a final settlement of all outstanding questions, and more particularly the completion of an action brought by certain shipowners against the Hongkong Government in the Hongkong Courts in December, 1919; it being considered undesirable to comment upon a matter forming the subject of legal proceedings. The action referred to was discharged on July 25, 1923. The general settlement with the owners is all but complete, and, in view of the wide publicity which has been given to certain statements made recently in Shanghai, it has been decided to issue the report without further delay.

The statements made at Shanghai were to the following effect:—

(a) that certain vessels were commandeered by the Hongkong Government for the simple purpose of making money out of them, and not for purposes either connected with the war or with the defence of the Colony;

(b) that the vessels were used by the Hongkong Government solely for profiteering purposes and were never used nor intended to be used for war purposes or in aid or defence of the Colony of Hongkong or in any connection therewith;

(c) that the treatment of the owners by the Hongkong Government was pitiless and relentless, with the result that one company was driven into bankruptcy;

(d) that in most cases the vessels were run at severe loss to the owners;

(e) that the vessels were not requisitioned by the Commodore;

(f) that the connection of the Imperial Government with the Hongkong Control Scheme was kept secret from the owners;

(g) that owners were not informed that war risk was covered by the Government, and that they incurred no small cost in respect of such risk;

(h) that, immediately after certain legal proceedings were commenced against the Government, the Colonial Secretary requested the owners to stay such proceedings on the ground that an amicable settlement might be otherwise arrived at; and that the owners made the unfortunate mistake of consenting, as it later transpired that the postponement was merely used to give the Government time to prepare and enact an Indemnity Ordinance.

These matters are dealt with in the following report.

1. In March, 1917, the Imperial Government promulgated a scheme, thereafter known as the Liner Requisition Scheme, for the requisitioning of all yet unrequisitioned British steamers on Indian and Far Eastern Liner Services. The steamers were to be operated on behalf of His Majesty's Government through representative Committees of Shipowners; but, unless and until the owners were otherwise directed, it was not the desire of the Government to interfere either with the nature of their business or the method of conducting it which would have been followed if the steamers had not been requisitioned. The owners were to continue to run the vessels as for themselves, though actually for the account of the Government, and what were known as Blue Book rates were to be the basis of remuneration. The Government confidently looked to the owners to conduct the business with as much zeal and care as if their own interests alone were still involved.

#### Imperial Requirements.

The scheme included all lines operating between Hongkong and the United Kingdom and all the ocean going ships belonging to the Indo-China and China Navigation Companies, but it did not apply to the smaller lines operating in and out of Hongkong along the China Coast.

The Indo-China and China Navigation Companies' ships were requisitioned under this scheme in the early summer of 1917, and they were run under it on Far Eastern trades by their owners on behalf of the Imperial Government until the end of the war: with the exception that such of their vessels as could possibly be spared were taken as occasion required for the direct use of the Imperial Government, and towards the latter part of the war only a small portion of each Company's fleet remained upon the Coast.

The remuneration payable to these Companies was at Blue Book rates with eastern allowance, and it was converted into dollars, at first as to one third, and later as to one half, at 2/-, and as to the balance at the rate of the day.

2. The taking of vessels from Far Eastern trades for the use of the Imperial Government, on full requisition as distinct from Liner requisition, had been going on since the commencement of the war, and by the beginning of the year 1917 the number of British vessels trading to Hongkong was very materially diminished. The situation was carefully watched at home, and on the 14th April, 1917, the Admiralty telegraphed that, while it was imperative that every possible ship should be used to relieve the home tonnage position, the Admiral, in requisitioning vessels, was to consider any requirements of the Colony which were absolutely vital, and he was authorised to requisition at the request of the local Government small British tonnage necessary to meet its requirements.

3. In May, 1917, a Committee was appointed by the Government "to consider what are the vital requirements of the Colony and what British tonnage is necessary to meet such requirements." The original members of the Committee were:—

Hon. Mr. C. E. Anton
Messrs. Jardine, Matheson and Co., Ltd.
Commander Beckwith, R.N.
Harbour Master.
Mr. S. H. Dodwell
Messrs. Dodwell and Co.
Mr. G. T. Edkins
Messrs. Butterfield and Swire.
Hon. Mr. Lau Chu-pak
Cheong Yue Steamship Co., Ltd.
Hon. Mr. R. Shewan
Messrs. Shewan Tomes and Co.
Fleet Paymaster W. D. Sirratt, R.N.

This Committee, with which the Government was in constant touch until the end of the war, did most valuable work on behalf of the Colony.

4. In a telegram dated the 5th July, 1917, the Hongkong Government was informed that the Shipping Controller had appointed Mr. G. K. Nuttall of Messrs. Butterfield and Swire, and Mr. R. Sutherland of Messrs. Jardine, Matheson and Co., Ltd., as a sub-committee to represent him in the Colony.

5. In a preliminary report on the local situation, dated the 4th July, 1917, Sir Henry May wrote to the Secretary of State for the Colonies:—

"I need hardly emphasize the point that the Commercial Community of this Colony is anxious to assist His Majesty's Government in every possible way. Their views on the subject of the phrase "vital requirements" are, I think, in the special circumstances of this peculiarly situated Colony, sound, and they are content to leave the question of requisitioning in the hands of the Controller of Shipping in London, who has the benefit of the advice of a representative Shipping Committee."

#### Wollowra" Requisitioned.

6. In a telegram dated October 12, 1917, the Secretary of State for the Colonies referred at some length to the proposed appointment of Colonel Thomson, Shipping Adviser to the Indian Government, as Agent of the Shipping Controller in charge of all lines with head-quarters in the Far East, and he added:—

"Following scheme suggested as likely to secure most economical and advantageous use of tonnage available. All seagoing vessels except those already requisitioned belonging to Shipping companies registered in India, Straits Settlements, and Hongkong would be requisitioned from fixed date. Thomson's control so far as concerns finance will extend to all such vessels except those registered in United Kingdom which are already under liner requisition scheme. Vessels will be left to owners to be run as if for themselves but actually for Indian or Colonial Governments and Thomson's functions would be those of General Manager. Owners would credit full earnings and debit charges after allowances for rebates, commissions, etc., and would be paid hire at rates paid in respect of vessels on full requisition subject to adjustments necessary on account of charges payable by owners themselves. Balance of profit if any would be payable to Government of India or Colony. Owners would be reimbursed net cost of maintenance of organisation of officers and staff and would also be entitled to charge customary payment to agents. Do you see any objection to proposals? Despatch follows by mail and detailed scheme will be communicated in due course but you should not wait for despatch or scheme before replying."

The Hongkong Government, with some hesitation and after further correspondence with regard to details, acquiesced in the proposals made.

7. In the meantime, owing to the constant withdrawals of British steamers from the China Coast, the local tonnage situation had become considerably more difficult. At the end of October, 1917, it was decided by the Shipping Controller to withdraw six further vessels, including the s.s. "Burrumbeet," regarding which the Commodore wrote, under date the November 3, 1917:—

"I suggest that in the event of "Burrumbeet" being requisitioned the Kailan Mining Administration should, if necessary, charter tonnage (to replace her) from vessels on the coast not suitable for Imperial work, but which are suitable for local carrying."

The Vital Requirements Committee wrote on the same date:—

"In view of the necessity for further requisition for Imperial needs elsewhere we are of the opinion that the vessels named can be spared but we desire to qualify this opinion to the extent that as the "Burrumbeet" is engaged in coal transport connected with the Colony it may be necessary to consider ways and means of replacing her if the coal shippers concerned can show the necessity for maintaining a ship in her place, in which case we suggest that assistance should be given in the provision of another vessel", and at a meeting of the Committee held on the 20th November, 1917, the following minute was recorded:—

"In view of the importance of supplying the Colony with coal at reasonable rates it was agreed to recommend that the "Wollowra," a boat unsuitable for Admiralty requirements, be requisitioned to take the "Burrumbeet's" place.

On the 24th November, the Committee wrote:—

"The Committee is in agreement with the Government that it is essential in the interests of the Colony that coal at a reasonable price should be available and it is suggested that the steamer "Wollwra" be requisitioned to take the place of the "Burrumbeet," since, the "Wollowra is declared unsuitable for Admiralty requirements and moreover is not included in the liner requisition scheme. As regards management of the vessel it appears suitable to place her in the hands of the Kailan Administration to run similarly to the "Burrumbeet" under guidance of the Admiralty Authorities."

The Government wrote accordingly to the Commodore on November 28, 1917:—

"I have the honour to request that you will be so good as to requisition on behalf of this Government the s.s. "Wollowra," to take the place of the s.s. "Burrumbeet."

#### Policy Laid Down.

I propose, subject to your concurrence, to ask Messrs. Dodwell & Co., on behalf of the Kailan Mining Administration, to manage the vessel for the present, on the understanding that the Administration will use her to bring coal to the Colony for Government purposes or for purposes approved by the Government, at rates based upon the rates charged for the ship, the accounts to be subject to audit. In other words the vessel will be run by the Administration upon lines similar to those upon which liner requisition vessels are run."

The S.S. "Wollowra" was requisitioned by the Naval Authorities on the 30th November, 1917, under the terms contained in Admiralty Charter Party "T 99," and she was handed over the Hongkong Government to control.

8. The Vital Requirements Committee had in the meantime been considering in the most minute detail the question of sparing more ships for full requisition and the employment of less suitable vessels to take their place in the trade on the China Coast, and their advice was being constantly asked as to the allocation between numerous applicants of the very limited cargo space which was allotted to the Colony on the Home and Indian runs.

On the 10th December, Mr. A. G. M. Fletcher, who had become Chairman of the Committee, addressed the following letter to the Government regarding the shipping situation as it then stood:—

"I have the honour to inform Your Excellency that a meeting of the reconstituted Vital Requirements Committee was held on the morning of the 5th December, for the purpose of considering their present position and their future policy in the matter of the requisitioning of ships.

The question of procedure has been to a large extent settled in the Committee's and the Commodore's letters of the 29th November and the 1st December respectively. The Committee suggest that the procedure should be definitely as follows:—The Commodore will refer requests for requisitioning to the Sub-Committee, who will consider the matter in conjunction with Mr. Cary; corresponding direct with the Commodore. The Sub-Committee will report their recommendations to Mr. Edkins, Mr. Anton, and Mr. Dodwell, who will form a quorum of the Committee for the purpose. This quorum will use their discretion as regards consulting the other members of the Committee, and their considered opinion will be reported to the Commodore through the Colonial Secretary. The Colonial Secretary or the Assistant Colonial Secretary will act as Chairman of the Committee, in which capacity he will keep the Government informed of what transpires. The Commodore will supply the Governor with copies of his requests for requisitioning.

The Commodore and Lieutenant Oldman have asked the Committee to state the number of vessels now remaining on the China Coast which in their opinion can be spared for Imperial purposes, and they have suggested that an approximately accurate figure can be arrived at through statistics obtained to show the cargoes which are vital to the life of the Colony; whereby under a process of elimination tonnage now carrying non-essentials and semi-essentials can be definitely set on one side as available for Imperial purposes. The Committee find themselves unable to supply this information, for the following reasons:—

In the first place the trade of the whole China Coast is in question. Hongkong's trade statistics extend over a period of a few months only, and, with trade conditions continually changing, with ships required for one purpose to-day being diverted for another to-morrow, the Committee regard those statistics as not sufficient for the purpose required. They regard the immensely voluminous figures compiled by the Chinese Customs as equally insufficient for the purposes of any decision on the vital requirements of Hongkong.

It is unnecessary to reiterate the point that Hongkong is merely a distributing centre and that her vital requirements do not consist solely in food for the population and material for the docks. The Governor's draft telegram of June last to the Secretary of State for the Colonies, which was concurred in by the Committee, has put their views very clearly. They maintain their opinion, then expressed, that "Hongkong, being only a great trading port and distributing centre for South China, subsists practically on shipping alone, upon which with its connected avocations the native population of Victoria and Kowloon, numbering about 400,000 persons, depend for their living. They urge strongly that no further ships should be requisitioned from Far Eastern waters without first reviewing the situation and indicating the services for which the vessels are required; and that it is essential to keep alive a nucleus of the British shipping services trading with Hongkong."

(Continued on page 9.)

## TO-DAY'S ADVERTISEMENTS.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

From NEW YORK.

THE Steamship

"NANERIC"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 31st July, 1923, will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before 7th August 1923, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1923, at 10 a.m.

No Fire Insurance has been affected.

Bills of Landing will be countersigned by

THE BANK LINE LTD,
General Agents.

Hongkong, July 26, 1923.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of $1 each, (as announced in May and June of 1922) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

**Cramp Colic.**

No need of suffering from cramps in the stomach or intestinal pains. Chamberlain's Colic and Diarrhoea Remedy never fails to relieve the most severe cases. Get it to-day, there will be no time to send for it after the attack comes on. For sale by all Chemists and Storekeepers.

*"Crushed in California for the Good of the World."*

**SUNCRUSH ORANGE**

"SUNCRUSH" Orange Juice—an all purpose orange juice—use it as a beverage—use it in the kitchen and bakery. Use it in place of oranges, cutting the fruit cost in two, including sugar.

*SOLE DISTRIBUTORS:*

**GETZ BROS. & Co., (Of The Orient) Ltd., Duddell Street.**

**WORLD THEATRE** THURSDAY FRIDAY & SATURDAY

One of the strongest dramas of the season, "GOOD WOMEN," is a story of a woman who despised. Good Women and dared to live out her *unconventional* ideas —with a result that is surprising in its truth. It is a visualization of the complexities in the life of a brilliant young rich woman.

ROBERTSON—COLE

SUPER—SPECIAL

**GOOD WOMEN**

Gorgeous in its setting, "GOOD WOMEN" travels from the picturesque Greenwich Village section of New York City to the South of France, to Monte Carlo and to sunny Italy following the roads of the young woman who believed that the world is enslaved to "other people's opinions."

The product of the brains of one of the screen's most brilliant authors, coupled with one of its most artistic directors, "Good Women" has been given an all-star cast, headed by ROSEMARY THEBY and HAMILTON REVELLE.

AYRE'S DAVIS'S
SLAZENGER'S SPALDING'S

**TENNIS BALLS**

**$12.50 PER DOZ.**

IN

AIRTIGHT TIN BOXES.

NEW STOCKS BY EVERY MAIL.

SPECIAL PRICES TO CLUBS.

**LANE, CRAWFORD, LTD.**

**NEW STOCK**

OF STRINGS FOR

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**CHINA DISPENSARY**

Y. C. Wong & Co., Ltd.

CHEMISTS AND DRUGGISTS.

Patent Medicines of every description sold.
Prescriptions promptly and accurately dispensed.
High class Perfumes and Toilet Articles.
83, QUEEN'S ROAD CENTRAL.

**HONGKONG DOLLAR DIRECTORY**

**IS NOW ON SALE**

AT THE OFFICES OF THE PUBLISHERS,
5, WYNDHAM STREET, HONGKONG,
AND
KELLY & WALSH, LIMITED
CHATER ROAD.

**Price $1.**

**THE DOLLAR DIRECTORY CO.,**

**YE OLDE PRINTERIE, LTD.**

COMMERCIAL PRINTERS, ACCOUNT BOOK MAKERS, Etc.
14 QUEEN'S ROAD, CENTRAL.
Tel. Central 3707. V. C. LABRUM, Managing Director

THE ORIGINAL HAIG WHISKY

**JOHN HAIG & Co., Ltd.**

DISTILLERS, MARKINCH,

SCOTLAND.



Good Whisky should be old and thoroughly matured in wood. This is guaranteed by the above who are the Oldest Distillers Of Scotch Whisky In The World.

Ask for John Haig Gold Label or Glenleven White Label.



*SOLE AGENTS:—*

**GANDE, PRICE & CO., LTD.**

WINE & SPIRIT MERCHANTS.
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## HONGKONG, CANTON & MACAO STEAMERS.

BY SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

### HONGKONG—CANTON LINE

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

### HONGKONG—MACAO LINE

Sailings:—To Macao—Daily at 8 a.m. and at 2 p.m. (Sundays at 9 a.m. only).
Sailings:—From Macao—Daily at 8 a.m. and at 2 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at the COMPANY'S OFFICE, 4A Des Voeux Road Central, MESSRS. THOS. COOK & SON, or the American Express Company Hongkong.

## DODWELL & COMPANY, LTD.

### NEW YORK BERTH

FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "EGREMONT CASTLE".....Sailing on or about 11th Aug.
S.S. "BOWES CASTLE".....Sailing on or about 7th Sept.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

"VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS."
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £86.

### FOR SHANGHAI, YOKOHAMA AND KOBE.

S.S. "TRIESTE".....Sailing on or about 29th July
S.S. "ROSANDRA".....Sailing on or about 2nd Sept.

### FOR BRINDISI, VENICE, AND TRIESTE.

VIA SINGAPORE, PENANG AND COLOMBO.

S.S. DUCHESSA D'AOSTA".....Sailing on or about 7th Aug.
S.S. "TRIESTE".....Sailing on or about end Aug.
S.S. "ROSANDRA".....Sailing on or about end Sept.

## NATAL LINE OF STEAMERS

### FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI".....Sailing from Calcutta on or about 25th July.
from Calcutta and Colombo.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
LONDON MARU (Call at Marseilles).....Tuesday, 4th Sept.
BUENO AIRES RIO DE JANEIRO, SANTOS—Mauritius Durban & Capetown via Singapore.
MEXICO MARU (Call at Montevideo).....Friday, 17th August
BOMBAY—Fortnightly service via Singapore and Colombo.
CELEBES MARU (Call at Penang).....Saturday, 4th Aug.
SUMATRA MARU .....Monday, 20th Aug.
CALCUTTA.—Via Singapore and Rangoon.
INDO MARU .....Wednesday, 15th Aug.
BANGKOK Via SAIGON & SINGAPORE & DELI—Regular Monthly PASSENGER service.
KISHU MARU .....Wednesday, 1st August
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports taking cargo to OVERLAND POINTS U.S.A. Canada. Passenger service.
AFRICA MARU .....Friday, 17th August
NEW YORK, Via PANAMA.
ALASKA MARU .....Wednesday, 8th August
JAPAN PORTS—Moji, Kobe Osaka, Yokkaichi & Yokohama.
LONDON MARU .....Wednesday, 1st August
KEELUNG via SWATOW & AMOY. These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
AMAKUSA MARU .....Sunday, 29th July Noon
KAIJO MARU .....Sunday, 5th Aug. Noon
TAKAO via SWATOW and AMOY.
SOSHU MARU.....Thursday, 2nd August
TAKAO and KEELUNG.
BATAVIA MARU .....Friday, 3rd August

For sailing dates and further particulars please apply to—
K. SHIMA, Manager.
Tel. Central No. 4090. No. 1, Queen's Building.

## BOSTON & NEW YORK.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.N. CO., LD.)
AND
## AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "CITY OF MADRAS".....via Suez Canal.....5th Aug.
S.S. "TALTHYBIUS".....via Suez Canal.....15th Aug.
S.S. "CITY OF BOSTON".....via Suez Canal.....25th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.
For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG & CANTON HOLYOAK MASSEY & CO., LTD. CANTON.

## E. HING & CO.

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Also Shipchandlery Articles.
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## THE KWONG HIP LUNG CO., LTD,

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 54, Connaught Road Central, Hongkong. Tel. Central No. 459.
Shipyard: Shum-Sui-Po, Kowloon, Hongkong. Tel. Kowloon No. 9.
Estimates furnished on application.

Hongkong, April 1, 1913.

## CANADIAN PACIFIC STEAMSHIPS LIMITED



## HOME VIA CANADA

Hongkong to England.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VANCOUVER, MONTREAL & QUEBEC.

| | From Hongkong. | Due Vancouver. | | From Canada. | Due England. |
|---|---|---|---|---|---|
| E/Canada | July 28 | Aug. 13 | E/France | Aug. 18 | Aug. 25 |
| E/Russia | Aug. 9 | Aug. 27 | E/Scotland | Sept. 1 | Sept. 8 |
| E/Australia | Aug. 24 | Sept. 12 | Montcalm | Sept. 21 | Sept. 28 |
| E/Asia | Sept. 6 | Sept. 24 | E/Scotland | Sept. 29 | Oct. 4 |
| E/Canada | Sept. 23 | Oct. 8 | E/France | Oct. 12 | Oct. 19 |
| E/Russia | Oct. 4 | Oct. 12 | E/Scotland | Oct. 27 | Nov. 2 |

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW.
AND RETURN.
(Occupying 9 to 10 Days)

| STEAMSHIP | CAPTAIN | LEAVING. |
|---|---|---|
| HAICHING | Capt. J. S. Thomson | FRIDAY, 27th July at 1 P.M. |
| HAIHONG | Capt. W. C. Passmore | TUESDAY, 31st July at 1 P.M. |
| HAIFOONG | Capt. Ellis Walker | FRIDAY, 3rd August 1 P.M. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
*General Managers.*

## "ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

HOMEWARDS.

PASSAGE RATES TO LONDON.

| | | |
|---|---|---|
| "A" Class Steamers | 1st Class £92.— | 2nd Class £62.— |
| "B" Class Steamers | 1st Class £84.— | 2nd Class £56.— |
| "C" Class Steamers | 1st Class £56. | |

N.B. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—
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THE BANK LINE, LTD., Tel. Central 780.

## THE ADMIRAL LINE

SEATTLE & VICTORIA
SHANGHAI, KOBE, YOKOHAMA
SPECIAL THRU REDUCED RATES TO EUROPE.

| | | From Hongkong |
|---|---|---|
| PRESIDENT McKINLEY | (For Seattle) | August 2nd |

(Sailing Every 12 days)
MANILA SERVICE.
PRESIDENT JACKSON August 5th

ADMIRAL ORIENTAL LINE,
H. K. & Shanghai Bank Building.

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## THE "NORWAY OF NORTH AMERICA."

Travel Home through Canada by the interesting and attractive "Canadian National" route via

PRINCE RUPERT BRITISH COLUMBIA

A 700-mile sea trip along the Pacific Coast in Safe and Calm Inland Protected Waters. Large palatial steamers plying regularly from Victoria and Vancouver.

The new routes and services offered by CANADIAN NATIONAL RAILWAYS will prove most interesting and enjoyable.

If contemplating a trip to England, Canada or U. S. A. permit us to give particulars of fares, booklets, etc.

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## STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Sequana"... ... Due Hongkong 27th July.
Leaves Hongkong 28th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINT.

TO MANILA, CEBU, ILOILO & ZAMBOANGA.

U.S.S.B. "West Chopaka"... ... ...Due Hongkong 11th August.
Leaves Hongkong 12th August.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Cormona"... ... ...Due Hongkong 17th August.
Leaves Hongkong 19th August.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO
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L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS AND JAVA.
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COLUMBIA PACIFIC SHIPPING CO.

OPERATING UNITED STATES GOVERNMENT SHIPS

| Vessels | Due Hongkong For Philippine Islands | Return Hongkong loading for Portland |
|---|---|---|
| U.S.S.B. s.s. "West O'Rowa" | 26th July | 14th August |
| U.S.S.B. s.s. "West Jessup" | 9th August | 29th August |

ARNHOLD & CO., LTD.
Phone Central 1500. 1A, Chater Road.

## Thos. Cook & Son.

BANKING AND EXCHANGE DEPT.

COOK'S CIRCULAR NOTES combine MAXIMUM SAFETY with CONVENIENCE.

A special feature is the precautions Taken to ensure *the maximum safety possible.*

Ask for descriptive booklet at any of our offices.

Head Office:— LUDGATE CIRCUS, LONDON, E.C. Telegraphic Address:—COUPON.
Local Address:— HONGKONG HOTEL BUILDING Telephone: Central Nos. 524-5.

## KAIPING HOUSEHOLD COAL

In Lots of not less than ½-ton:—

Delivered to Peak District (above Bowen Road) ... $21.00 per ton
" " Bowen Road and Lower Levels ... ... $20.00 "
" " Kowloon ... ... ... ... ... $19.00 "

Orders should be sent in *writing* at least 24 hours, before the Coal is required. All orders must be accompanied by cash, Cheque, or Compradore Order payable to "THE KAILAN MINING ADMINISTRATION."

THE KAILAN MINING ADMINISTRATION
HEAD OFFICE:—TIENTSIN.

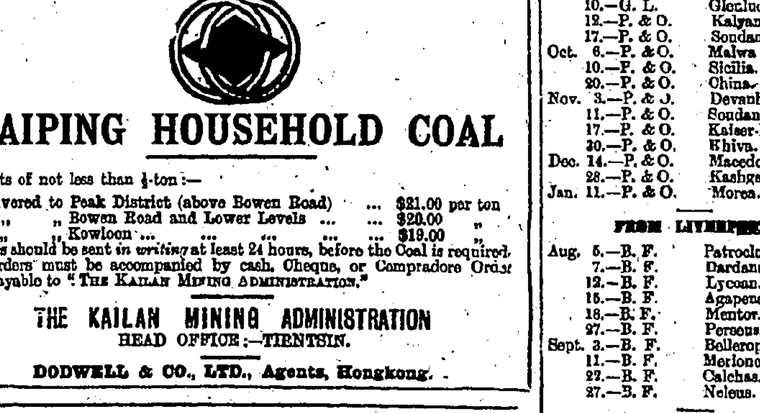
DODWELL & CO., LTD., Agents, Hongkong.

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why not buy a
## C. P. GOERZ'S camera.
Sole Agents in China: HALL, LAW & CO.
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Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer
"Henry Keswick"

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Please address enquiries to the Chief Manager:—
R. M. DYER, B.Sc, M.I.N.A., KOWLOON DOCK, HONGKONG.

## NOTICE TO SHIPPERS AND PASSENGERS.

### VESSELS DUE

FROM BANGKOK.

Aug. 1.—E. A. Bintang.

FROM MANILA.

Aug. 11.—U.S.S.B. West Chopaka.
17.—U.S.S.B. West Cormona.

FROM CALCUTTA.

July 22.—N.Y.K. Moji Maru.
Aug. 3.—B. I. Janus.

FROM SINGAPORE.

Aug. 11.—U.S.S.B. West Chopaka.
17.—U.S.S.B. Cormona.

FROM SYDNEY AND MELBOURNE.

Aug. 6.—E. & A. Eastern.
27.—C.A.S.S. Victoria.
Sept. 10.—E. & A. Arafura.
Oct. 8.—E. & A. St. Albans.
Nov. 5.—E. & A. Eastern.
Dec. 10.—E. & A. Arafura.

FROM VANCOUVER.

July 30.—C.P.S. Empress of Russia.
31.—N.Y.K. Iyo Maru.
Aug. 23.—B. F. Achilles.
Sept. 28.—B. F. Philoctetes.
Oct. 4.—B. F. Tyndareus.
Nov. 22.—B. F. Achilles.
Dec. 13.—B. F. Philoctetes.

FROM PORTLAND.

July 26.—U.S.S.B. West O'Rowa.
Aug. 9.—U.S.S.B. West Jessup.

FROM NEW YORK.

Aug. 1.—B. F. Hyson.

FROM SEATTLE.

July 30.—C.P.S. Empress of Russia.
Aug. 23.—B. F. Achilles.
Sept. 28.—B. F. Philoctetes.

FROM LOS ANGELES.

July 27.—U.S.S.B. West Sequana.

FROM SAN FRANCISCO.

July 27.—U.S.S.B. West Sequana.

FROM EUROPEAN PORTS.

July 29.—N.Y.K. Fushimi Maru.
31.—N.Y.K. Kashima Maru.
31.—J.C.J.L. Saparoa.
Aug. 25.—E. A. Java.
28.—J.C.J.L. Kertosono.
Sept. 10.—E. A. Afrika.
Oct. 10.—E. A. Chile.

FROM LONDON.

July 30.—G. L. Glenanda.
Aug. 11.—P. & O. Dongola.
13.—G. L. Glenshane.
15.—P. & O. Sicilia.
25.—P. & O. Martna.
30.—G. L. Pembrokeshire.
Sept. 8.—P. & O. Karmala.
10.—G. L. Glenluce.
12.—P. & O. Kalyan.
17.—P. & O. Soudan.
Oct. 6.—P. & O. Malwa
10.—P. & O. Sicilia.
20.—P. & O. China.
Nov. 3.—P. & O. Devanha.
11.—P. & O. Soudan.
17.—P. & O. Kaiser-I-Hind.
30.—P. & O. Khiva.
Dec. 14.—P. & O. Macedonia.
28.—P. & O. Kashgar,
Jan. 11.—P. & O. Morea.

FROM LIVERPOOL.

Aug. 5.—B. F. Patroclus.
7.—B. F. Dardanus.
12.—B. F. Lycaon.
15.—B. F. Agapenor.
18.—B. F. Mentor.
27.—B. F. Perseus.
Sept. 3.—B. F. Bellerophon.
11.—B. F. Merlones.
22.—B. F. Calchas.
27.—B. F. Neleus.

FROM HAMBURG.

Aug. 11.—R. B. Albert Vogler.

FROM COPHENHAGEN.

Aug. 18.—E. A. Java.
Sept. 10.—E. A. Afrika.
Oct. 10.—E. A. Chile.

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

## PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

| S. S | Tons | From Hongkong (about) | Destination |
|---|---|---|---|
| "SOUDAN" | 6,696 | 6th Aug. | S'pore, Penang, Col'bo & B'bay. |
| "KHIVA" | 6,017 | 8th Aug. | B'bay, M'lles, Gib., L'don, A'werp. |
| "ALIPORE" | 5,273 | 15th Aug. | S'pore, Penang, Col'bo & Bombay. |
| "KASHMIR" | 8,841 | 22nd Aug. | Marseilles, Gib., L'don & A'werp. |
| "SICILIA" | 6,813 | 28th Aug. | S'pore, Penang Col'bo & Bombay. |
| "MACEDONIA" | 11,089 | 7th Sept. | B'bay, M'lles, Gib. L'don, & A'werp. |
| "DONGOLA" | 8,056 | 21st Sept. | Marseilles, Gib. L'don & A'werp. |
| "SOUDAN" | 6,697 | 30th Sept. | S'pore, Penang, Col'bo & Bombay. |
| "MANTUA" | 10,902 | 5th Oct. | B'bay, M'lles, Gib. L'don & A'werp. |
| "KARMALA" | 9,098 | 19th Oct. | Marseilles, Gib., London & A'werp. |
| "SICILIA" | 6,818 | 23rd Oct. | Singapore, Penang Col'bo & B'bay. |

## 1924

| S. S | Tons | From Hongkong (about) | Destination |
|---|---|---|---|
| "MACEDONIA" | 11,089 | 25th Jan. | Marseilles, and London Via usual Ports of Call |
| "KASHGAR" | 8,840 | 8th Feb. | do. |
| "MOREA" | 10,911 | 22nd Feb. | do. |
| "KARMALA" | 9,098 | 7th Mar. | do. |
| "NALDERA" | 15,833 | 21st Mar. | do. |
| "KALYAN" | 9,062 | 4th Apr. | do. |
| "CHINA" | 7,952 | 18th Apr. | do. |

## BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|---|---|---|---|
| "TORILLA" | 5,205 | 27th July at 3 p.m. | Singapore, Penang & Calcutta |
| "JANUS" | 4,824 | 29th Aug. | Singapore, Penang & Calcutta |

## EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|---|---|---|---|
| "ST. ALBANS" | 4,050 | 4th August | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN

| | | | |
|---|---|---|---|
| "MACEDONIA" | 11,089 | 27th July at 10 a.m. | S'hai, Moji, Kobe & Y'hama |
| "CHAKRATA" | 5,682 | 29th July | Yokohama. |
| "JANUS" | 4,824 | 5th Aug. | Shanghai, Moji, & Kobe. |
| "EASTERN" | 4,000 | 7th Aug. | Yokohama. |
| "DONGOLA" | 8,056 | 11th Aug. | S'hai, Moji, Kobe & Y'hama. |

*All dates are approximate and subject to alteration without notice.*

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting for the on carrying steamer.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to.—

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central HONGKONG. Agents.

## NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

### SWATOW.

July 27.—I.C.S.N. Tungshing.
27.—D. L. Haiching.
29.—O. S. K. Amakusa Maru.
29.—C. N. Liangchow.
29.—C. N. Chusan.
29.—C. N. Kweiyang.
31.—I.C.S.N. Yatshing.
31.—D. L. Haihong.
31.—C. N. Kwangtung.
Aug. 2.—O. S. K. Soshu Maru.
3.—D. L. Haifoong.
5.—O.S.K. Kaijo Maru.

### AMOY.

July 27.—D. L. Haiching.
29.—O.S.K. Amakusa M.
31.—C. N. Yingchow.
31.—D. L. Haihong.
Aug. 2.—O. S. K. Soshu Maru.
3.—D. L. Haifoong.
5.—O.S.K. Kaijo Maru.

### FOOCHOW.

July 27.—D. L. Haiching.
31.—D. L. Haihong.
Aug. 3.—D. L. Haifoong.

### TAKAO.

Aug. 2.—O.S.K. Soshu Maru.
3.—O. S. K. Batavia Maru.

### SHANGHAI.

July 27.—P. & O. Macedonia.
27.—I.C.S.N. Tungshing.
27.—J.C.J.L. Tjimanoek.
28.—C. N. Shantung.
28.—C.P.S. Empress of Canada.
29.—C. N. Liangchow.
29.—L. T. Trieste.
29.—C. N. Chusan.
30.—N.Y.K. Fushimi Maru.
31.—C. N. Yingchow.
31.—I.C.S.N. Yatshing.
Aug. 1.—P. M. Pres. Taft.
2.—A.O.L. Pres. McKinley.
4.—N.Y.K. Morioka Maru.
4.—N. Y. K. Nagato Maru.
5.—B. I. Janus.
6.—B. F. Patroclus.
9.—T.K.K. Tenyo Maru.
9.—C.P.S. Empress of Russia.
11.—N.Y.K. Iyo Maru.
11.—P. & O. Dongola.
14.—A. O. L. Pres. Jackson.
15.—P. M. Pres. Cleveland.
15.—N.Y.K. Mishima Maru.
15.—N.Y.K. Tamba Maru.
16.—T.K.K. Korea Maru.
19.—P. M. Pres. Pierce.
24.—C.P.S. Empress of A'lia.
25.—B. B. Isla de Panay.
26.—A. O. L. Pres. Jefferson.
31.—T.K.K. Shinyo Maru.
Sept. 2.—L. T. Rosandra.
5.—N.Y.K. Shidzuoka Maru.
6.—C.P.S. Empress of Asia.
7.—A.O.L. Pres. Grant.
15.—T.K.K. Siberia Maru.
19.—A. O. L. Pres. Madison.
22.—C.P.S. Empress of Canada.
26.—T.K.K. Taiyo Maru.
Oct. 4.—C.P.S. Empress of Russia.
19.—C.P.S. Empress of Al'la.
Nov. 1.—C.P.S. Empress of Asia.

### DAIREN.

Sept. 15.—T.K.K. Siberia Maru.

### PUKOW.

July 29.—C. N. Chusan.

### KEELUNG.

July 29.—O.S.K. Amakusa Maru.
Aug. 3.—O.S.K. Batavia Maru.
5.—O. S. K. Kaijo Maru.
9.—T.K.K. Tenyo Maru.
16.—T.K.K. Korea Maru.
31.—T.K.K. Shinyo Maru.
Sept. 26.—T.K.K. Taiyo Maru.

### TSINGTAO.

July 28.—C. N. Shantung.
31.—I.C.S.N. Yatshing.

### WEIHAIWEI.

July 30.—C. N. Kueichow.

### CHEFOO.

July 30.—C. N. Kueichow.

### TIENTSIN.

July 28.—I.C.S.N. Chipshing.
30.—C. N. Kueichow.

### HOIHOW.

July 27.—I.C.S.N. Leesang.
29.—C. N. Linan.
Aug. 1.—C. N. Chinhua.
7.—I.C.S.N. Chunsang.

### HAIPHONG.

July 27.—I.C.S.N. Leesang.
28.—P.A.L. Cie Songbo.
Aug. 1.—C. N. Chinhua.

### SAIGON.

Aug. 1.—O. S. K. Kishu Maru.

### BANGKOK.

July 27.—I.C.S.N. Chaksang.
28.—E. A. Banka.
29.—C. N. Linan.
31.—C. N. Kwangtung.
Aug. 1.—O. S. K. Kishu Maru.
6.—E. A. Bintang.
7.—I.C.S.N. Chunsang.

### SINGAPORE.

July 27.—B. I. Torilla.
27.—N.Y.K. Sado Maru.
28.—P. & O. Macedonia.
29.—C. N. Kweiyang.
30.—N.Y.K. Moji Maru.
Aug. 1.—B. F. Peleus.
1.—N.Y.K. Kashima Maru.
1.—O.S.K. Kishu Maru.
1.—C. N. Chinhua.
4.—O. K. Celebes Maru.
6.—P. & O. Soudan.
6.—K.P.M. Van Cloon.
6.—P. M. Lake Faulk.
7.—B. F. Sarpedon.
7.—G. L. Gleniffer.
7.—L. T. Duchessa D'Aosta.
8.—P. & O. Khiva.
13.—G. L. Carnarvonshire.
13.—B. F. Rhexenor.
13.—N.D.L. Gottingen.
15.—N.Y.K. Hakone Maru.
15.—P. & O. Alipore.
15.—O.S.K. Indo Maru.
15.—R. B. Titan.
16.—U.S.S.B. West Cormona.
20.—B. F. Laomedon.
20.—P. & O. Banca.
22.—P. & O. Kashmir.
26.—P. & O. Sicilia.
28.—E. A. Bolivia.
29.—B. F. Dardanus.
Sept. 1.—B. F. Agamemnon.
4.—B. F. Patroclus.
7.—P. & O. Macedonia.
12.—R. B. Isla de Panay.
17.—B. F. Mentor.
19.—N.D.L. Ludwigshafen.
20.—B. F. Kt. Templar.
24.—B. F. Lycaon.
25.—E. A. Java.
28.—P. & O. Dongola.
29.—B. I. Janus.
30.—P. & O. Soudan.
Oct. 5.—P. & O. Mantua.
15.—E. A. Afrika.
15.—N.D.L. Weser.
19.—P. & O. Karmala.
23.—P. & O. Sicilia.
Nov. 2.—P. & O. Kalyan.
5.—B. F. Teiresias.
15.—E. A. Chile.
16.—P. & O. Malwa.
24.—P. & O. Soudan.
30.—P. & O. China.
Dec. 14.—P. & O. Devanha.
28.—P. & O. Kaiser-I-Hind.
Jan. 11.—P. & O. Khiva.
25.—P. & O. Macedonia.
Feb. 8.—P. & O. Kashgar.
22.—P. & O. Morea.
Mar 7.—P. & O. Karmala.
21.—P. & O. Naldera.
Apr. 4.—P. & O. Kalyan.
18.—P. & O. China.

### PHILIPPINE ISLANDS, ETC.

### MANILA.

July 27.—I.C.S.N. Wingsang.
28.—P. & O. Macedonia.
Aug. 4.—E. & A. St. Albans.
5.—A.O.L. Pres. Jackson.
6.—P. M. Pres. Cleveland.
9.—T.K.K. Tenyo Maru.
10.—B. F. Pyhrrus.
12.—U.S.S.B. West Chopaka.
15.—N.Y.K. Aki Maru.
15.—H.A.L. Mounsterland.
16.—T.K.K. Korea Maru.
17.—A. O. L. Pres. Jefferson.
19.—U.S.S.B. West Cormona.
20.—P. M. Pres. Pierce.
26.—R. B. Scheer.
31.—T.K.K. Shinyo Maru.
Sept. 12.—R. B. Isla de Panay.
19.—N.Y.K. Tango Maru.
26.—T.K.K. Taiyo Maru.

### SANDAKAN.

Aug. 4.—E. & A. St. Albans.
9.—I.C.S.N. Hinsang.

### CEBU, ILOILO & ZAMBOANGA

Aug. 12.—U.S.S.B. West Chopaka.

### JAVA PORTS, ETC.

July 28.—J.C.J.L. Tjisondari.
Aug. 3.—T.K.K. Woyo Maru.
6.—Nanyo Y.K. Macassar Maru.
6.—J.C.J.L. Tjiliwong.
7.—K.P.M. Van Cloon.
12.—Nanyo Y.K. S'rang Maru.

### INDIAN PORTS, ETC.

### CALCUTTA.

July 27.—B. I. Torilla.
27.—B. I. Tanda.
30.—N.Y.K. Moji Maru.
Aug. 6.—P. M. Lake Faulk.
11.—I.C.S.N. Hosang.
15.—O. S. K. Indo Maru.
29.—B. I. Janus.

### PENANG.

July 27.—N.Y.K. Sado Maru.
27.—B. I. Torilla.
30.—N.Y.K. Moji Maru.
Aug. 4.—O.S.K. Celebes Maru.
6.—P. & O. Soudan.
7.—L. T. Duchessa D'Aosta
15.—P. & O. Alipore.
26.—P. & O. Sicilia.
Sept. 7.—P. & O. Macedonia.
30.—P. & O. Soudan.
Oct. 23.—P. & O. Sicilia.

### BOMBAY AND COLOMBO.

July 27.—N.Y.K. Sado Maru.
Aug. 4.—O. S. K. Celebes Maru.
6.—P. & O. Soudan.
7.—L. T. Duchessa D'Aosta
8.—P. & O. Khiva.
15.—P. & O. Alipore.
13.—N.D.L. Gottingen.
20.—P. & O. Banca.
20.—O.S.K. Sumatra Maru.
26.—P. & O. Sicilia.
Sept. 7.—P. & O. Macedonia.
12.—B. B. Isla de Panay.
19.—N.D.L. Ludwigshafen.
30.—P. & O. Soudan.
Oct. 5.—P. & O. Mantua.
15.—N.D.L. Weser.
23.—P. & O. Sicilia.

### AUSTRALIAN PORTS.

### SYDNEY AND MELBOURNE.

Aug. 4.—E. & A. St. Albans.
15.—N.Y.K. Aki Maru.
Sept. 1.—E. A. Eastern.
19.—N.Y.K. Tango Maru.
Oct. 6.—E. & A. Arafura.
Nov. 3.—E. & A. St. Albans.
Dec. 1.—E. & A. Eastern.
Jan. 5.—E. & A. Arafura.

### JAPAN PORTS.

July 27.—J.C.J.L. Tjikini.
27.—P. & O. Macedonia.
28.—C.P.S. Empress of Canada
29.—B. I. Chakrata.
29.—L. T. Trieste.
30.—N.Y.K. Fushimi Maru.
Aug. 1.—P. M. Pres. Taft.
1.—O.S.K. Altai Maru.
1.—Nanyo Y.K. Bandoeng Maru.
1.—O.S.K. London Maru.
2.—A. O. L. Pres. McKinley.
2.—G. L. Rosandra.
4.—N.Y.K. Morioka Maru.
4.—N.Y.K. Nagato Maru.
4.—I.C.S.N. Laisang.
5.—B. I. Janus.
7.—E. & A. Eastern.
9.—T.K.K. Tenyo Maru.
9.—C.P.S. Empress of Russia.
10.—I.C.S.N. Fooksang.
11.—N.Y.K. Iyo Maru.
11.—P. & O. Dongola.
14.—A. O. L. Pres. Jackson.
15.—P. M. Pres. Cleveland.
15.—N.Y.K. Mishima Maru.
15.—N.Y.K. Tamba Maru.
16.—T.K.K. Korea Maru.
16.—N.Y.K. Tango Maru.
24.—C.P.S. Empress of A'lia.
26.—A. O. L. Pres. Jefferson.
27.—Nanyo Y.K. Cheribon Maru.
29.—P. M. Pres. Pierce.
31.—T.K.K. Shinyo Maru.
Sept. 2.—L. T. Rosandra.
5.—N.Y.K. Shidzuoka Maru.
6.—C.P.S. Empress of Asia.
7.—A. O. L. Pres. Grant.
15.—T.K.K. Siberia Maru.
19.—A. O. L. Pres. Madison.
22.—C.P.S. Empress of Canada.
25.—B. B. Isla de Panay.
26.—T.K.K. Taiyo Maru.
Oct. 4.—C.P.S. Empress of Russia.
19.—C.P.S. Empress of A'lia.
Nov. 1.—C.P.S. Empress of Asia.

### HONOLULU.

Aug. 1.—P. M. Pres. Taft.
9.—T.K.K. Tenyo Maru.
15.—P. M. Pres. Cleveland.
16.—T.K.K. Korea Maru.
29.—P. M. Pres. Pierce.
31.—T.K.K. Shinyo Maru.
Sept. 15.—T.K.K. Siberia Maru.
26.—T.K.K. Taiyo Maru.

### AMERICAN PORTS.

### VANCOUVER, ETC.

Aug. 9.—C.P.S. Empress of Russia.
11.—N.Y.K. Iyo Maru.
11.—B. F. Protesilaus.
17.—O. S. K. Africa Maru.
24.—C.P.S. Empress of A'lia.
Sept. 5.—N.Y.K. Shidzuoka Maru
7.—A.O.L. Pres. Grant.
6.—C.P.S. Empress of Asia.
11.—B. F. Achilles.
22.—C.P.S. Empress of Canada.
Oct. 2.—B. F. Philoctetes.
4.—C.P.S. Empress of Russia.
19.—C.P.S. Empress of A'lia.
30.—B. F. Tyndareus.
Nov. 20.—B. F. Protesilaus.
Nov. 1.—C.P.S. Empress of Asia.

### VICTORIA.

Aug. 2.—A. O. L. Pres. McKinley.
11.—N.Y.K. Iyo Maru.
11.—B. F. Protesilaus.
14.—A. O. L. Pres. Jackson.
17.—O.S.K. Africa Maru.
26.—A.O.L. Pres. Jefferson.
Sept. 5.—N.Y.K. Shidzuoka Maru.
7.—A.O.L. Pres. Grant.
11.—B. F. Achilles.
19.—A.O.L. Pres. Madison.
Oct. 2.—B. F. Philoctetes.
Nov. 20.—B. F. Protesilaus.

### SEATTLE.

Aug. 2.—A.O.L. Pres. McKinley.
11.—B. F. Achilles.
11.—N.Y.K. Iyo Maru.
11.—B. F. Protesilaus.
14.—A. O. L. Pres. Jackson.
17.—O.S.K. Africa Maru.
26.—A.O.L. Pres. Jefferson.
Sept. 5.—N.Y.K. Shidzuoka Maru.
11.—B. F. Achilles.
19.—A.O.L. Pres. Madison.
Oct. 2.—B. F. Phioctetes.
30.—B. F. Tyndareus.
Nov. 20.—B. F. Protesilaus.

### LOS ANGELES.

July 29.—U.S.S.B. West Sequana.

### SAN FRANCISCO.

July 29.—U.S.S.B. West Sequana.
Aug. 1.—P. M. Pres. Taft.
9.—T.K.K. Tenyo Maru.
15.—P. M. Pres. Cleveland.
16.—T.K.K. Korea Maru.
29.—P. M. Pres. Pierce.
31.—T.K.K. Shinyo Maru.
Sept. 15.—T.K.K. Siberia Maru.
26.—T.K.K. Taiyo Maru.

### RIO DE JANEIRO.

(Via Saigon, Singapore, Colombo, Durban & Capetown).

July 28.—N.Y.K. Kamakura Maru.
Aug. 17.—O.S.K. Mexico Maru.

### VALPARAISO.

Via Japan, Honolulu, San Francisco San Pedro, Salino Cruz, Balbao Callao, Arica & Iquique).

Aug. 23.—T. I. O. Volunteer.
Sept. 5.—T.K.K. Ginyo Maru.
Oct. 20.—T.K.K. Anyo Maru.
Dec. 4.—T.K.K. Seiyo Maru.

### PORTLAND.

Aug. 14.—U.S.S.B. West O'Rowa.
29.—U.S.S.B. West Jessup.

### NEW YORK.

(Via Panama.)

Aug. 3.—T.K.K. Woyo Maru.
4.—N.Y.K. Delagoa Maru.
23.—T. I. O. Volunteer.

(Via Suez.)

July 27.—D. L. Virginia Dollar.
Aug. 5.—B. F. Kaloma.
5.—B. F. City of Madras.
8.—O.S.K. Alaska Maru.
11.—D. & Co. Egremont Castle.
13.—N.D.L. Gottingen.
15.—B. F. Talthybius.
25.—B. F. City of Boston.
Sept. 5.—B. F. Antilochus.
7.—D. & Co. Bowes Castle.
15.—B. F. Bellerophon.

### BOSTON.

July 27.—D. L. Virginia Dollar.
Aug. 4.—N.Y.K. Delagoa Maru.
5.—B. F. Kaloma.
5.—B. F. City of Madras.
11.—D. & Co. Egremont Castle.
15.—B. F. Talthybius.
25.—B. F. City of Boston.
Sept. 5.—B. F. Antilochus.
7.—D. & Co. Bowes Castle.
15.—B. F. Bellerophon.

### SOUTH AFRICAN PORTS.

### DURBAN AND CAPETOWN.

(Via Singapore, Buenos Aires, Rio de Janeiro, Santos and Mauritius.)

Aug. 17.—O. S. K. Mexico Maru.

### MONTEVIDEO.

Aug. 17.—O.S.K. Mexico Maru.

## CONSIGNEES

### NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM UNITED KINGDOM & CONTINENT.

THE Steamship

"CITY OF BOSTON"

having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 30th July, 1923, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before 7th August, 1923, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LIMITED,
General Agents.

Hongkong, July 24, 1923.

### NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

From NEW YORK.

THE Steamship

"CITY OF MADRAS"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Hotl's Wharf whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, 1923, will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before 7th August, 1923, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LIMITED.
General Agents.

Hongkong, July 25, 1923.

### BARCELONA & VALENCIA.

July 26.—N.Y.K. Kamakura Maru
26.—B.B. C. Lopez Y. Lopez.
Sept. 12.—B. B. Isla de Panay.

### BRINDISI, VENICE & TRIESTE.

Aug. 7.—L. T. Duchessa D'Aosta.

### FOR VALENCIA.

Aug. 10.—N.Y.K. Tokushima Maru.
20.—E. A. Bolivia.
Sept. 30.—E. A. Java.
Oct. 15.—E. A. Afrika.
Nov. 16.—E. A. Chile.

### GENOA.

Aug. 7.—G. L. Gleniffer.
11.—G. L. Carnarvonshire.
13.—N.D.L. Gottingen.
15.—B. F. Titan.
Sept. 19.—N.D.L. Ludwigshafen.
20.—B. F. Kt. Templar.
Oct. 15.—N.D.L. Weser.

### MARSEILLES.

Aug. 1.—B. F. Peleus.
1.—N.Y.K. Kashima Maru
7.—B. F. Sarpedon.
8.—P. & O. Khiva.
10.—N.Y.K. Tokushima Maru.
15.—N.Y.K. Hakone Maru.
15.—B. F. Titan.
17.—E. A. Boliyia.
20.—B. F. Titan.
22.—P. & O. Kashmir.
26.—P. & O. Sicilia.
30.—E. A. Java.
Sept. 1.—B. F. Agamemnon.
4.—B. F. Patroclus.
4.—O.S.K. London Maru.
7.—P. & O. Macedonia.
20.—B. F. Kt. Templar.
21.—P. & O. Dongola
21.—E. A. Australien.
Oct. 5.—P. & O. Mantua.
10.—E. A. Afrika.
19.—P. & O. Karmala.
Nov. 16.—E. A. Chile.
Jan. 25.—P. & O. Macedonia.
Feb. 8.—P. & O. Kashgar.
22.—P. & O. Morea.
Mar. 7.—P. & O. Karmala.
21.—P. & O. Naldera.
Apr. 4.—P. & O. Kalyan.
18.—P. & O. China.

### GIBRALTAR.

Aug. 8.—P. & O. Khiva.
22.—P. & O. Kashmir.
Sept. 7.—P. & O. Macedonia.
Oct. 5.—P. & O. Mantua.
19.—P. & O. Karmala.

### HAVRE.

Aug. 1.—B. F. Peleus.
20.—E. A. Bolivia.
Sept. 1.—B. F. Agamemnon
30.—E. A. Java.
Oct. 15.—E. A. Afrika.
Nov. 16.—E. A. Chile.

### LONDON.

Aug. 1.—N.Y.K. Kashima Maru
6.—P. & O. Soudan
7.—B. F. Sarpedon.
7.—G. L. Gleniffer.
8.—P. & O. Khiva.
13.—G. L. Carnarvonshire.
13.—B. F. Rhexenor.
15.—N.Y.K. Hakone Maru.
20.—B. F. Laomedon.
24.—C.P.S. Empress of A'lia
26.—P. & O. Sicilia.
27.—B. F. Dardanus.
28.—E. A. Bolivia.
Sept. 4.—B. F. Patroclus.
4.—O. S. K. London Maru.
6.—C.P.S. Empress of Asia.
7.—P. & O. Macedonia.
10.—B. F. Pyrrhus.
17.—B. F. Mentor.
22.—C.P.S. Empress of Canada.
24.—B. F. Lycaon.
25.—E. A. Java.
28.—P. & O. Dongola.
30.—P. & O. Soudan.
Oct. 4.—C.P.S. Empress of Russia.
5.—P. & O. Mantua.
15.—E. A. Afrika.
19.—P. & O. Karmala.
23.—P. & O. Sicilia.
Nov. 2.—P. & O. Kalyan.
5.—B. F. Teiresias.
15.—E. A. Chile.
16.—P. & O. Malwa.
24.—P. & O. Soudan.
30.—P. & O. China.
Dec. 14.—P. & O. Devanha.
28.—P. & O. Kaiser-I-Hind.
Jan. 11.—P. & O. Khiva.
25.—P. & O. Macedonia.
Feb. 8.—P. & O. Kashgar.
22.—P. & O. Morea.
Mar. 7.—P. & O. Karmala.
21.—P. & O. Naldera.
Apr. 4.—P. & O. Kalyan.
18.—P. & O. China.

### LIVERPOOL.

Aug. 1.—B. F. Peleus.
10.—N.Y.K. Tokushima Maru.
15.—B. F. Titan.
Sept. 1.—B. F. Agamemnon.
20.—B. F. Kt. Templar.

### GLASGOW.

Aug. 1.—B. F. Peleus.
15.—B. F. Titan.
Sept. 1.—B. F. Agamemnon.
20.—B. F. Kt. Templar.

### AMSTERDAM.

Aug. 10.—J.C.J.L. Saleier.
28.—E. A. Bolivia.
Sept. 25.—E. A. Java.
Oct. 15.—E. A. Afrika.
Nov. 15.—E. A. Chile.

### ROTTERDAM.

July 29.—R. B. Emil Kirdorf.
30.—B. F. Antolycus.
Aug. 7.—B. F. Sarpedon.
7.—G. L. Gleniffer.
10.—J.C.J.L. Saleier.
13.—G. L. Carnarvonshire.
13.—B. F. Rhexenor.
13.—N.D.L. Gottingen.
15.—H.A.L. Muensterland.
20.—B. F. Laomedon.
26.—R. B. Scheer.
27.—B. F. Dardanus.
28.—E. A. Bolivia.
Sept. 10.—B. F. Pyrrhus.
12.—B. F. Mentor.
19.—N.D.L. Ludwigshafen.
24.—B. F. Lycaon.
25.—E. A. Java.
Oct. 15.—E. A. Afrika.
15.—N.D.L. Weser.
Nov. 15.—E. A. Chile.

### ANTWERP.

July 29.—R. B. Emil Kirdorf.
Aug. 1.—N.Y.K. Kashima Maru.
8.—P. & O. Khiva.
13.—N.D.L. Gottingen.
15.—N.Y.K. Hakone Maru.
22.—P. & O. Kashmir.
26.—P. & O. Sicilia.
26.—R. B. Scheer.
Sept. 4.—O. S. K. London Maru.
7.—P. & O. Macedonia.
17.—R. B. Mentor.
19.—N.D.L. Ludwigshafen.
21.—P. & O. Dongola.
Oct. 5.—P. & O. Mantua.
15.—N.D.L. Weser.
19.—P. & O. Karmala.

### HAMBURG.

July 29.—R. B. Emil Kirdorf.
Aug. 7.—G. L. Gleniffer.
10.—J.C.J.L. Saleier.
13.—G. L. Carnarvonshire.
13.—B. F. Rhexenor.
13.—N.D.L. Gottingen.
15.—H.A.L. Muensterland.
20.—B. F. Laomedon.
26.—R. B. Scheer.
28.—E. A. Bolivia.
Sept. 4.—O. S. K. London Maru.
10.—B. F. Pyrrhus.
19.—N.D.L. Ludwigshafen.
24.—B. F. Lycaon.
25.—E. A. Java.
Oct. 15.—E. A. Afrika.
15.—N.D.L. Weser.
Nov. 15.—E. A. Chile.

### BREMEN.

Aug. 10.—J.C.J.L. Saleier.

### COPENHAGEN.

Aug. 28.—E. A. Bolivia.
Sept. 25.—E. A. Java.
Oct. 15.—E. A. Afrika.
Nov. 15.—E. A. Chile.

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| Bangkok | CHAKSANG | Fri., 27th July, 10 a.m. |
| Haiphong via Hoihow | LEESANG | Fri., 27th July, 8 a.m. |
| Shanghai via Swatow | TUNGSHING | Fri., 27th July, Noon. |
| Manila | WINGSANG | Fri., 27th July, 3 p.m. |
| Tientsin | CHIPSHING | Sat., 28th July, Noon. |
| Tsingtau via Swatow & Shanghai | YATSHING | Tues., 31st July, Noon. |
| Kobe via Moji | LAISANG | Sat., 4th Aug., Noon. |
| Bangkok via Hoihow | CHUNSANG | Tues., 7th Aug. 8 a.m. |
| Sandakan | HINSANG | Thurs., 9th Aug., 4 p.m. |
| Kobe via Moji | FOOKSANG | Fri., 10th Aug., 7 p.m. |
| Straits & Calcutta | HOSANG | Sat., 11th Aug., 3 p.m. |

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## HARBOUR DISASTER.

### COURT OF INQUIRY OPENS.

SURVIVORS' EVIDENCE.

The Commission, appointed by H.E. the Governor to inquire into the circumstances leading up to the capsizing of the Chung Chau ferry launch "Fee Din Dat" on Sunday, July 8, opened its inquiry in the Harbour Office Court-room yesterday afternoon. The members are Commander C. W. Beckwith, R.N. (Harbour Master and Marine Magistrate), Chairman, Capt. W. Davison (Marine Superintendent of the C.P.S.S. in Hongkong) and Mr. F. W. James (Superintendent Engineer of Messrs. Butterfield & Swire). The Secretary to the Commission is Mr. L. H. V. Booth.

Mr. M. K. Lo appeared to represent the owners, coxswain and crew of the launch.

The Chairman, in opening the proceedings, said that the Inquiry had principally three objects: (1) to endeavour to find out the cause of capsizing; (2) to examine and to report on whether the launch was seaworthy and properly built; and (3) to make suggestions, if possible, which will prevent such an occurrence happening in future.

The evidence yesterday afternoon was that of Chinese passengers on board the launch at the time of the disaster and that of the coxswain of a launch which picked up a number of the survivors.

Tsang Ying, a woman passenger, said she did not know how many passengers were on board but there were many beside herself. She was on the fore part of the deck. When they left Nam Tau it was raining, but on the voyage the weather cleared. There was an awning above her head but there were no screens at the side and the water came over. There was a cargo of fruit on board. After the arrival of the launch in the harbour the first thing she heard was someone remarking that the engine-room was full of water. She also knew that the launch had a very bad list. About half way to Hongkong the launch rolled from side to side and the passengers rushed from one side to the other. Some of the passengers were frightened, but others said there was no cause for fear. She had travelled on the launch previously but never had had any cause for fear. Some of the male passengers moved to and fro during the voyage, but most of the female passengers were too sick to move about. She did not know exactly what happened after the arrival of the launch in Hongkong. Just before it capsized she noticed that the boat rolled badly and the next thing she realised was that she was in the water. She caught hold of a man and was saved.

CARGO WAS NORMAL.

Ho Fook Tai, another female passenger, said she sat in the stern of the boat on top of the cargo of laichees. There were about eight or ten passengers close to her.

Asked to describe the voyage to Hongkong, witness said the launch went along smoothly until they got to Salt Fish Lane (where she capsized). She did not see many passengers running about from side to side as the launch rolled only at West Point. The launch stopped at Salt Fish Lane, not far off the Praya wall, for the cargo to be landed. A large number of boats came alongside. Not many people came on board, but all the passengers rushed to one side as they wanted to get ashore quickly. The launch listed heavily and capsized. On seeing the launch was going to capsize, the small boats sheered away. It all happened very quickly; the time was just sufficient to exchange a few words before she went down. Witness had travelled for several years by this launch. She carried a normal cargo on this occasion.

Asked by Mr. Lo whether she heard the coxswain shouting to the passengers when the launch stopped not to crowd to one side of the vessel, the witness said she did not as the coxswain was on the bridge.

WARNING TOO LATE.

Wong Kee, a male passenger on the launch, told the Court that before the launch got to Cap Sui Mun the journey was comfortable; then when the rain came, before reaching Castle Peak, the launch rolled a little.

Asked by the Chairman if the launch was a comfortable boat as a rule the witness said she was. He had travelled by her before and found her to be a very good boat. He had no cause for fear. When they reached Salt Fish Lane the small boats came on both sides of the launch.

Finding it difficult to get a very clear statement from the witness, the Chairman asked him if it was a fact that at the time of the disaster a number of people were going ashore, a number of people were going on board and that cargo was being discharged all on the one side, witness said it was so.

Witness said he heard somebody warn them about crowding on one side but could not say who it was. The warning, however, came too late. The passengers tried to get back to the other side of the deck but they were too late; the launch capsized before they had time to do so. The boat lay on her side with her funnel in the water for a little time and then sank. The witness added that none of the small boats surrounding the launch were struck by the masts, rigging or funnel when she went over.

Lau Ng Tai, the coxswain of the "Yu Sing," deposed that he witnessed the capsizing from his own launch, which was only 40 feet away at the time. He ordered his crew to throw out life buoys, and in this way they saved between 10 to 20 people; some others were brought to his launch by small boats in the vicinity. He was not sure of the number he actually saved.

The Inquiry was adjourned until to-morrow afternoon.

## THE CORONET.

### "DON'T DOUBT YOUR WIFE."

An absorbing story was shown patrons of the Coronet yesterday, when the fine drama, "Don't Doubt Your Wife," which is the attraction for the next few days, was screened for the first time. "Don't Doubt Your Wife" is an original story in which Leah Baird plays the rôle of a wife who, to be happy, needs o play. Edward Peil is her husband, a self-made business man who loves his wife, but does not tell her so. Emery Johnson is the rich young idler who never understands why she has not chosen him for her husband. The story relates a series of marital disagreements, which lead to divorce, and it then shows the aftermath. From the time Miss Baird appears on the screen as the "doubted" wife, until the fading out of the surprise finish, she keeps matters moving at a fast pace. Some of the scenes are full of spectacular interest and thrills. Leah Baird is charming and beautiful and her acting natural. She is well supported by the other members of the cast, and altogether "Don't Doubt Your Wife" is a very fine play.


"FROM SICK BED BACK TO HEALTH"

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"My brother-in-law, Mr. D. T. Paul, who has himself been cured by Dr Williams' Pink Pills, recommended me to try this medicine, and I took his advice. Almost from the first bottle of Dr. William' Pink Pills I noticed an improvement in my health, and as I continued with their use I shook off the nervous disorder, and what had been an ever-present headache vanished. Now I eat well, sleep well and work well. From a sick bed to health and strength that is what Dr. Williams' Pink Pills for Pale People have done for me."

Dealers everywhere sell Dr. Williams' Pink Pills, the world-renowned blood and nerve tonic, or post free, 1 bottle $1.50, 6 bottles $8/-. from the Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.


## HONGKONG WEMBLEY.

### MEETING DISCUSSES PROJECT.

### WHAT IS A STADIUM?

### COMMITTEE TO PREPARE SCHEME.

As the outcome of the *China Mail's* suggestion for a local Wembley a meeting, attended by representatives from the Colony's athletic associations and clubs, was held at the Hongkong Hotel yesterday afternoon to discuss the project. Mr. R. J. Wilton, the Chairman of the Football Association, presided and the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher C.M.G., C.B.E.) was present and addressed the meeting.

Those present were:—Messrs. H. M. McTavish (H.K.F.A. Council and H.K.F.C.), R. M. Omar (St. Joseph's College F.C.), M. F. Baptista (Lusitano R.C.), Dr C. C. Wang (C.R.C.), Cheung N. Pui (C.R.C.), A. S. Forsyth (H.K.F.L. and H.K.F.C.), N. Ohoka (Japanese Club), F. Smith (H.K.F.A. Council), C. F. Yue (S.C. Athletic A.A.), R. Hoe (S.C.A.A.), W. Logan (V.R.C.), D. T. Harvey and C. J. Tacchi (H.K. Lawn Bowls Assn.), E. Cock (H.K.F.A.), E. Abraham and H. F. Stevens (K.C.C.), E. F. O'Connor (American Baseball Club), Y. Hayasaki (Nippon Club), J. B. Hamilton and P. T. Farrell (Kowloon Bowling Green Club), L. R. Blacking (Hongkong Hockey Club) J. Bartholomew and Capt. R. Neville (Hongkong Polo Club), F. T. James (hon. sec. H.K.F.A.) and G. T. May (Vice-President H.K.F.A.).

Opening the proceedings, Mr. Wilton said that the meeting had been called to discuss the possibility and advisability of building a stadium in Hongkong. As they were aware the sporting fraternity in Hongkong was growing every year, especially football, and it would increase as years went on. Sports of any description were a good and healthy thing for the Colony. Lads who played good sporting games made good workmen and good citizens and it was up to them and the Government to foster that spirit. Mr. Wilton pointed to the great difficulties the Hongkong Football Association had had in obtaining sufficient playing pitches and urged that they must have more or otherwise they would be unable to carry out their fixtures. Up till now the Football and Baseball Club had had to build bamboo stands in order to accommodate the spectators at their games and the baseball organisation had been very unfortunate in having had their's blown down twice within about a fortnight through the typhoons. What was wanted was a permanent covered-in stand where spectators could be accommodated in comfort and ease.

**For Olympic Games.**

Mr. Wilton suggested that a stadium would come in useful for Interport fixtures and also for the Olympic games if the Far Eastern Association could be induced to pay a visit to Hongkong. It could accommodate at least 1,500 people and there should be lavatory facilities for Europeans and Asiatics, a small gymnasium, dressing rooms, etc. Football could be played in the winter and part of the ground could also be allotted for bowls, tennis, cricket and other games. The ground should be at least 300 yards long so that at athletic meetings they could secure a 220 yards straight track. During the summer the stadium could be used for baseball, which was becoming very popular. Already there was a League composed of some five or six teams and Mr. Wilton expressed the hope that before very long the British community would start a team and join in the League. Besides, the ground could be used for band concerts and for military ceremonial parades.

**Polo Ground Suggested.**

Mr. Wilton said he would like to suggest that the Government should allot them the polo ground. It was nearly 300 yards long by over 100 yards wide and a very fine reinforced concrete building could be erected on it fronting the typhoon shelter. There was no reason why polo should not be played there as well as other games. There was a piece of ground adjoining the polo ground that could be utilised for tennis and bowls. He thought they could arrange for a cricket pitch and if so interport matches could be played there as well as football league fixtures, interport games of all sorts and olympic games.

Mr. J. Bartholomew, of the Polo Club, opposed the Chairman's suggestion, pointing out that if a stadium was built on the polo ground, polo could no longer be played there because the ground was already undersized.

Mr W. Logan suggested that when Morrison Hill had been removed there would be a big site available there.

**Stadium or Country Club?**

The Hon. Mr. A. G. M. Fletcher pointed out that there were many questions to be considered before they came to the question of the provision of a site. First of all, what was a stadium? he asked. Was what was required a stadium in the sense of a circular enclosure round a football pitch, or something more on the lines of a country club? A stadium, as he understood it, was a structure such as had been erected at Wembley. He did not know whether it was suggested there should be a structure of this kind or merely a small stand in front of the ground. Of course, any concrete structure complete in a circle on a football ground would cost an enormous sum of money and he saw no prospect of any great return on the outlay. It seemed to him that some permanent stand on a suitable ground would provide a better beginning. Then there was the question of the type of the building and the cost, and after that came the question of the clubs who would be likely to interest themselves in it. In connection with boxing he believed he was right in saying that a fixture at the City Hall attracted a very much better paying crowd than an open air fixture at Ming Yuen gardens.

**Problem of Site.**

Finally, came the question of a site. He agreed with Mr. Wilton that it must be central, readily accessible by the ordinary means of transport. With regard to the polo ground suggested by Mr. Wilton, the Hon. Mr. Fletcher thought that newcomers to the athletic field—Chinese had been showing an increasing interest in sport of late—were apt to cast envious eyes on the limited accommodation prepared and brought to its present state of perfection by the heavy spade-work of past generations. The Polo Club had been established very many years—formerly in the centre of the Valley—and they had incurred considerable expense in preparing the Queen's Recreation ground. As to Mr. Logan's suggestion, the use to which Morrison Hill site would be put had not been decided on, but if it should be decided to add it to Happy Valley racecourse the ground would no doubt prove a most suitable site. Another alternative was to enclose part of the centre of Happy Vally which, he imagined, was feasible without encroaching unduly on the space allotted to golf.

**Recreational Facilities.**

The Hon. Mr. Fletcher made it clear that the Government was in full sympathy with the idea of increasing the facilities for recreation, and in its town planning scheme had laid out large areas in Kowloon, for football and cricket and other forms of sport. Before the meeting discussed further the the question of the actual site, he thought they ought to consider the type of structure, its cost and ways and means of providing it. Before the Government moved in the matter he was sure it would ask the opinion of the Recreation Grounds Committee. All these open spaces, gardens and so on in Hongkong were provided for under an Ordinance and the Government had set up a very strong representative Committee of some nine or ten clubs. Proposals were always referred to that. Committee and their recommendations were almost always adopted. The Hon. Mr. Fletcher said he would like the Chairman to define rather more exactly what his views were with regard to the structure.

The Chairman said his idea of what was wanted was a ground approximately half a mile round, with a stand capable of accommodating 1,500 people, which should be on one side of the ground, the other portions of the ground being banked in order to provide the spectators with a better view of the matches than they had now. They very badly needed an enclosed ground. At some of their principal football matches they had anything from 2,000 to 3,000 people. The building should include space for a bar and a committee room as well as lavatories, dressing rooms and a gymnasium. At present it was most difficult to control the crowds that came to watch football matches but with an enclosed ground where everybody had to pay something to go in it would be possible to handle them. No doubt if they got a stadium they would have plenty of season ticket holders and from this source there would be a good financial return.

**Raising the Money.**

Discussing financial ways and means, Mr. Wilton said he thought as this was a public institution they should be able to get the money from the honge, and the Government should also be asked to contribute. It would be one of the sights of the Colony; we would be able to take visitors along there and say: "This is our stadium." At present we could only say: "This is Happy Valley, where the races are." The stadium should be open to everybody in the Colony whether Britisher or Asiatic. They were all sportsmen and ought to be encouraged.

**Definite Scheme Wanted.**

The Hon. Mr. Fletcher thought the idea as defined by Mr. Wilton was a good one but it took the form rather of a proprietary club. He thought it would be better to submit a definite scheme before going further into the matter. The Colonial Secretary referred to the proposed Aberdeen race-course scheme, and thought that something upon that line was what the Chairman wanted. Before the Government could take any action it must have more concrete proposals before it, and an expression of opinion both from the people who were participating in the scheme and others interested.

The chairman said they had not expected to go so far as to get ground allotted to them that night, the idea being to get the views of representatives of the various clubs. He thought it would be as well if they appointed a representative committee to draw up a scheme in order that they could place something definite before the Government. He took it was the wish of those present that they should have a stadium.

Mr. W. Logan said he had been asked by the Victoria Recreation Club which had a membership of 500 to back up the proposition. They would do all they could in the matter.

The Hon. Mr. Fletcher thought the term "stadium" was a rather misleading one. What he understood was now proposed was a large recreation ground with suitable buildings. The Government realised how necessary it was to control the matches at Happy Valley and there had been some trouble at King's Park.

**Football and Polo.**

Capt. Neville opposed the idea of taking over the polo ground. If a stadium, in the generally accepted sense of the word, were placed there, it would considerably reduce the playing area. Besides, it was quite impossible for polo to be played on any ground on which other games were played. For football it would be necessary to have fixed goalposts with the result that the grass would be worn round about, which would make it slippery for the ponies to turn on in addition to which they could not satisfactorily fill up the holes. The Chairman had said that if they had a stadium there they would not have people running about the polo ground as at the present time. The Polo Club, Capt. Neville said, did not want to keep the Chinese off the ground. They did not do any harm running about in their bare feet and it would be a hardship to drive them away.

**No Use To Bowlers.**

Mr. C. J. Tacchi, Hon. Secretary of the Lawn Bowls Association, said that personally he felt that if they were to have a stadium they would require all the pitches for the various games fenced in. How could bowls and cricket be played next to a football match? He certainly thought that bowlers would prefer to play on their own greens. The stadium scheme would obtain support from footballers, but he did not think it was going to interest other branches of sport. "We have cricket and bowls clubs in the Colony who have their own grounds and they would not be likely to play at the stadium. It seems to me it would be of no use to them," Mr. Tacchi added.

Mr. E. Cook thought the question was too much in the crysalis stage to put it before the Government yet. He suggested the appointment of a small committee. He was opposed to any interference with existing clubs.

The Hon. Mr. Fletcher agreed with Mr. Bartholomew and Mr. Cook that there should be no interference with existing interests. He was giving away no secrets when he said they still had hope that the military would move out of the centre of Victoria and certain large areas in Kowloon which should release Sookumpoo Valley.

Mr. F. T. James, Hon. Secretary of the Hongkong Football Association, speaking in favour of a stadium, mentioned that no less than 10,000 spectators watched football matches every Saturday. There were 10,000 people at the Interport match and as many had to be turned away because there was no room for them. The proposition in regard to the polo ground was not perhaps fair to the Polo Club and it was unlikely the Government would adopt it. He did not think there was any other suitable site in the Colony. If the Government would give the Football Association some land on which they could erect enclosed football stands the Association would no doubt be prepared to go to a considerable expense and would get their money back in a very short time.

Unless those present were of opinion it was to their interest to have a stadium the matter could be left entirely to the football Association. He regretted that there has been no defenite expression of opinion from the representatives of the various clubs in support of the scheme and thought that unless they became more enthusiastic about it the proposal must fall through.


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—Representatives of the American Baseball Club, the Lusitano Recreation Club and Dr. Wang for the Chinese Recreation Club spoke in support of the scheme. Dr. Wang pointed out there was at present no suitable place where Chinese athletes for the Far Eastern Olympiads could be trained. "Dr. Lim Book-keng once described the Hongkong University as the lighthouse of the East," Dr. Wang declared. "Why not make this stadium a lighthouse for China?"

Mr. H.E. Stevens, of the Kowloon Cricket Club, said that whilst he had not consulted the members he could not exactly see where they came in. They had their own cricket field, tennis courts and bowls greens and he did not see how the stadium was going to benefit them. They would not be very much interested except when it came to interport matches.

Mr. L. Blacking, of the Hongkong Hockey Club, was doubtful whether hockey could be played on a ground that was also required for football.

It was decided to appoint a committee to go into the question and prepare a definite scheme. Capt. Neville wanted to know exactly what the committee was going to do.

The Chairman said it was intended to ask the Government to allot a piece of land which would be enclosed and on which a permanent stadium could be built, the ground to be then handed over to a committee of control. He expressed the opinion that Sookumpoo would be an ideal spot.

The Chairman, Dr. C. C. Wang, Mr. E. Cook, Mr. W. Logan, Dr. Urquhart and the members of the Council of the Football Association were appointed to serve on the committee.

The Chairman promised that the committee would try and get something concrete to put before the Government and then another meeting would be called. The stadium would be a public building not belonging to any particular club and he thought the various hongs should be asked to give financial help.


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### MOVEMENTS OF STEAMERS.

The C.P.S., R.M.S. "Empress of Russia" arrived at Kobe on July 24 at 6 p.m. left Kobe on July 25 at 6 a.m. and was due at Nagasaki to-day at 6 a.m.

The B. I. s.s. "Torilla" left Amoy for this port on July 24 at p.m. and is due here to-day.

The B. F. s.s. "Protesilaus" from Pacific Ports left Nagasaki on July 22 for this port and was due here to-day at daylight.

The P. & O. s.s. "Macedonia" left Singapore for this port on July 23 at 4 p.m. with the outward English Mails, and was due here to-day at about 2 p.m.

The C.P.S., R.M.S. "Empress of Canada" Capt. A. J. Hailey, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai Woosung), Kobe and Yokohama at noon on July 28.

The N.Y.K. s.s "Moji Maru" (Calcutta Line) left Moji for Hongkong on July 24 and is expected here on July 29.

The N.Y.K. s.s. "Fushimi Maru" (European Line) left Singapore for Hongkong on July 24 and is expected here on July 29.

The C.P.S., R.M.S. "Empress of Russia" arrived at Yokohama on July 23 at 7.30 a.m. left Yokohama on July 23 at 8 p.m. and is due at Hongkong on July 30 at 7 a.m.

The C.P.S., R.M.S. "Empress of Asia" arrived at Yokohama on July 20 a.m. left Yokohama on July 21 p.m. and is due at Vancouver on July 30.

The N.Y.K. s.s. "Kashima Maru" (European Line) left Moji for Hongkong via Shanghai on July 24 and is expected here on July 31.

The N.Y.K. s.s. "Iyo Maru" (American Line) left Kobe for Hongkong via Ports on July 23 and is expected here on July 31.

The B. F. s.s. "Hyson" left New York on June 6 for Suez, Straits, Manila and Hongkong and is due here on or about August 1.

The B. F. s.s. "Patroclus" left Liverpool on July 7 for Singapore, Hongkong, Shanghai, Taku and Dalny and is due here on or about August 5.

The O. A. s.s. "Victoria" left here for Sandakan and Australian ports on July 7. is due at Sydney on July 25 and will sail from Sydney for Hongkong on Aug. 8 being expected here on or about Aug. 27.

### CONSIGNEES' NOTICES.

Cargo arrived by the s.s. "Beulawers" remaining undelivered after to-morrow will be subject to rent. Agents.—Gibb, Livingston & Co., Ltd

Goods per s.s. "City of Boston" remaining undelivered after July 30 will be subject to rent. Agents.—The Bank Line Ltd.

All goods arrived by the s.s. "City of Madras" not cleared after July 31 will be subject to rent. Agents.—The Bank Line Ltd.

All goods per s.s. "Nanario" remaining undelivered after July 31, will be subject to rent. Agents.—The Bank Line Ltd.

## SHIPPING PROFITS.

(Continued from page 8.)

### Remuneration Question.

The question of the remuneration to be paid to owners was one of considerable difficulty. The Shipping Controller's instructions were that the remuneration was not to be appreciably higher or lower than that of competing vessels, the vessels most directly concerned being those of the Indo-China and China Navigation fleets. The Hongkong Government urged the Shipping Controller in London that in view of the increase in prices and the rise in exchange the remuneration should be payable at exchange half 1/9 and half rate of day. This was refused, it being again pointed out that the payments to owners under the local scheme must not be more favourable than payments to owners under the Imperial scheme. Further representations were made in the following terms: —"it must be remembered that the vessels brought under local requisition are mostly old and in more or less bad condition, having been discarded, at periods more or less remote, from the regular lines; with the result that the cost of repair and upkeep is proportionately heavier than in the case of vessels, such as those of the Indo-China and China Navigation Companies, on the regular lines. I was aware, when I sent my telegram of the 9th March, that expenses connected with repairing to run the vessels; and, in order to offer the owners a sufficient inducement to do so, I accepted the advice of the Control Committee to grant the terms stated in the telegram which I addressed to you on the 17th April. My further recommendation in that telegram, that payment should be made half at 1/9 and half at the rate of the day, was based upon a careful review of figures and accounts put forward by the local owners. I am satisfied that in the case of the ships now in question the grant of this additional remuneration is fully justified". A similar representation was made to Colonel Thomson, but the Shipping Controller could not see his way to accede to the request. Colonel Thomson had written on the 25th March, 1918:—"you will observe that London lays great stress upon the fact that payments to owners out East should not be greater than those paid at home."

A revision of Blue Book rates for tramps enabled the Hongkong Government to increase its payments to owners with effect from the commencement of the local scheme, but about the same period notice was given that the arrangements as to owners' commission were being modified. It was urged that there should not be any reduction in the rate paid to owners under the Hongkong scheme, and, pending receipt of further instructions, the full commission was paid up to the end of the requisition period. Some correspondence on the subject ended in May, 1920, with a letter from the Ministry of Shipping:—"I am to say that the Shipping Controller regrets the decision arrived at by the Government of Hongkong and feels bound to place on record his view that the reasons adduced for that decision do not seem to him to be altogether adequate."

This letter is quoted, and the matter of owners' remuneration has been dealt with in some detail, because there has been a widespread impression that the Hongkong Government had a free hand in the matter and had not been liberal in its treatment of the owners.

There were some who did not see eye to eye with the Hongkong Government on this question of remuneration. A complaint was made to the Shipping Controller in London regarding the alleged preferential treatment accorded to the Hongkong controlled ships, in their category of tramps, as compared with ships classified as liners. The Hongkong Government, being asked to report, expressed the opinion that the arguments, which had been advanced in support of the complaint, were untenable. The Hongkong vessels were old and of inferior class and they were not considered seaworthy enough for full requisition. For this reason the cost of upkeep was proportionally heavier and special concessions should be granted. The ages of the vessels varied from 27 to 43 years, and, as they were not in good condition, constant repairs were necessary, at enormously enhanced cost compared with pre-war rates. The Ministry of Shipping had pointed out that the revision of tramp rates in the United Kingdom was necessary largely on account of the cost of insurance. In the case of the Hongkong tramps marine risks could as a rule be insured against for "total loss only" at rates between 10 and 15 per centum, it being impossible to insure "with average", whereas the insurance rate for the two cargo liners under the Scheme was 3 per centum "for total loss only" and 6 per centum "with average"; and those liners might be taken as representative of all the liners on the China Coast.

The question of insurance against war risk was one of some difficulty. In a circular letter addressed on March 13, 1918, to all owners, they were informed that the Government would accept all war risks, and the question for decision was whether the Hongkong Government should insure or whether it should carry the risk itself. The risk was slight and insurance rates were high, but there was a possibility that vessels might be lost through the sudden appearance of a raider, or the placing of explosives in cargo or other enemy action. On the advice of the Vital Requirements Committee the ships were insured for three months in the first instance. The Shipping Control Committee obtained from Messrs. Goddard and Douglas a valuation of each ship at its then value, the total sum for the fourteen ships being £979,000, and upon this sum insurance premia amounting to $48,716.41 were paid. At the expiration of the three months the Government had a sufficient sum in hand to form the nucleus of a sinking fund, and it was decided, again on the advice of the Vital Requirements Committee, that the Government should thereafter carry the risk. At a meeting of the Legislative Council on the 17th October, 1918, the Colonial Secretary speaking of the Shipping Fund, said:—"The money is kept for insurance against war risk".

No claim arose at any time in respect of war risk.

### Making Big Profits.

Another problem which confronted the Government was the question of the policy to be adopted with regard to the running of the ships at a profit. Some figures regarding certain profits which were being made at the time may be of interest in this connection. The balance sheets of a public company controlling one of the requisitioned steamers show the following figures:—

Capital $40,000 in 800 shares of $50 each. Value of steamer written down to $20,000. Profit for the years ending in February 1916, 1917, and 1918 respectively $163,762, $245,041, $534,339; Dividend per share of $50 in respect of these years, $183; $275.50, $598; and remuneration to Directors and Auditor $16,396; $24,524; $53,453. This may have been an extreme case, but there were other instances of very large gains. The Government had to decide to what extent it should take advantage of the extraordinary earning powers which the war had given to the steamers.

The Shipping Controller's instructions seemed to be clear. The ships which were not required for special Government work were to be run by the owners in their customary manner: "vessels will be left to owners to run as if for themselves but actually for Indian or Colonial Governments. The Hongkong Control Scheme was to be based on the Liner Requisition Scheme, the instructions regarding which were:—"It is not the desire of the Government to interfere either with the nature of the business of the Established Line or the method of conducting it which would have been followed had the controlled vessels not been requisitioned, except in so far as the National interest may require. Each Established Line shall continue therefore to manage its business and to run the controlled vessels with as much zeal and shall have the same discretion in such management as if its own interest alone were involved."

It was decided that the Government had no option but to charge the then market rates. It was true that high freights meant inflated prices, but market rates were being charged in respect of vessels under Imperial control, and the Commodore had advised that full freight rates should be maintained in respect of Liner Requisition vessels; and, if the Hongkong Government had offered its ships below prevailing prices, instructions would no doubt have been received from the Shipping Controller that competitors, for example the Indo-China and China Navigation vessels, must not be undercut. In any event freight remitted to a shipper would not have gone into the consumer's pocket. There was the further point that the owners were getting 5% upon the earnings of their ships and they naturally did not want those earnings to be reduced. It may be mentioned that in the case of a ship such as the "Patriot," carrying coal for Government account in respect of which no freight was payable, the Government allowed the owners to draw commission on the sum which would have been paid for freight in the open market.

The Government strictly adhered to the policy that, in deciding upon the various uses for which ships were required, any consideration of profit making must be kept entirely in the back-ground.

Late in the year 1918 instructions were received from the Admiralty that a number of vessels, which had been on Imperial requisition, were to be transferred to the Hongkong Control Scheme, but after some telegraphic correspondence these instructions were cancelled and in a telegram dated January 23, 1919, the Hongkong Government was authorised to use its discretion as to continuance of control, which it accordingly discontinued as from January 31, 1919.

### Striking Figure.

The Hongkong Control Scheme resulted financially in a net profit of $2,231,204. The total expenditure, exclusive of war risk insurance, amounted to $6,387, a somewhat striking figure when it is remembered that it represents the entire cost of controlling seventeen ships, with detailed examination of all their trading accounts, for the best part of a year. Many a brokerage fee for negotiating a single charter amounted to a vastly greater sum, and, if the immense amount of work done had been charged for according to the spacious ideas as to remuneration in the shipping business then prevalent, the profits would have been most materially reduced. The opportunity may be taken to record the very great obligation which the Colony is under to Mr. Sutherland, Mr. Young, and Mr Cary for their devoted work on its behalf. Mr. Sutherland and Mr. Young received no remuneration of any kind, and Mr. Cary, who was responsible for the control and checking of all ship's accounts, was paid at a rate which from a business point of view was merely nominal. Each member of the Control Committee had to find time for the shipping work in addition to his own work, which was in itself abnormal owing to depletion of staffs, and, having regard to all the circumstances, it is perhaps noteworthy that the critics have found such scanty material on which to base their denunciations. Mention may also be made of the good work performed by Commander Beckwith, R.N., Harbour Master, who, as Government Coaling Officer, was responsible for the very satisfactory arrangements in connection with the large quantity of coal handled.

Under date December 28, 1920, a circular despatch was issued from the Colonial Office to the Colonies regarding the recently passed Imperial Indemnity Act. It was provided in the Act that His Majesty in Council might apply its provisions to any of the Crown Colonies, but the Secretary of State pointed out that in the course of its passage through the House of Commons the Bill was so developed that in its final form it was closely bound up with conditions and transactions in the United Kingdom. It appeared to him that it was inexpedient to issue any Orders in Council under the Act, and the Colonies were invited to consider the alternative of local legislation. An Indemnity Bill was accordingly introduced in the Council on the 1st September, 1921. It was opposed by the owners, who were represented by counsel, and it was then decided not to proceed further with the matter until the return from leave of Mr. Fletcher who had conducted all negotiations with the owners on behalf of the Government.

Mr. Fletcher came back to the Colony at the end of the year 1921, and, after further conversations with the owners, a proposal that half the money held by the Hongkong Government should be returned to them was put before the Unofficial Members of the Legislative Council. The owners were warned that in any event it was improbable that the Imperial Government would be able to accept the proposal; but the Unofficial Members rejected it, on the ground that, all British ships having been treated alike, it would be unfair to discriminate in favour of the ships which had been controlled in Hongkong. This matter was referred to at a discussion at the Colonial Office on November, 9, 1922, at which Mr. Burrows, a solicitor representing the owners, and Mr. C. R. Burkill, representing the s.s. "Patriot" and having an interest in the s.s. "Wollowra," were present. The following note was taken:—

"Reference was made to negotiations with Mr. Fletcher and to an offer of division of profits on a 50/50 basis said to have been made by the Government of Hongkong but turned down by the Unofficials. Sir G. Grindle said that any offer on the lines referred to above, even if it had been decided upon by the Colonial Government, would undoubtedly have failed to secure the Secretary of State's sanction."

### Indemnity Bill Unavoidable.

The Hongkong Government had now no alternative but to pass the Indemnity Bill, which accordingly became law by a unanimous vote of the Legislative Council on August 18, 1922. The Hongkong Government's responsibility in the matter was clearly defined at the interview at the Colonial Office referred to in the last paragraph, the note of which reads as follows:—

"Sir G. Grindle said that before the discussion went further it would in his opinion be useful if he were to state that it had been necessary for war reasons for the Government of Hongkong to take the action which was taken as to requisitioning of ships. The Secretary of State's attitude as to this action was that either it was legal or if it were not—for the sake of argument he was prepared to admit that it was hopelessly illegal—it must be made legal. The Indemnity Ordinance was not a device of the Hongkong Government to meet their own special difficulties, but was passed on the instructions of His Majesty's Government, as similar Ordinances were passed in Colonies similarly situated, and was intended to carry out the deliberate intention and decision of His Majesty's Government that shipowners in Hongkong and elsewhere in the Colonies must not be placed in any way in a more favourable position than shipowners in this country. It had been suggested that the action of the Hongkong Government imposed a special tax on shipowners. Sir G. Grindle was prepared to admit this, but he pointed out that this was a disability shared in war-time by Hongkong with home shipowners, and that it could not be avoided. He observed that it was only for technical reasons, not specially affecting Hongkong, that it had been decided not to apply the Imperial Indemnity Act to the Colonies, and that as a matter of fact such a course had been very seriously considered. The Hongkong Ordinance was a piece of Imperial policy which no Secretary of State was likely to reverse, and it was inconceivable that it should be disallowed."

### Moller Charges.

On June 7, 1923, at a meeting of the shareholders of Messrs. Moller & Co. (Shanghai), Ltd., held at Shanghai, Mr. E. Moller referred to the Hongkong Government's "unjustifiable scheme, which in its pitilessness and relentlessness is quite unparalleled—a scheme which has had the effect of driving into liquidation a modest Shanghai Shipping Company which has had its Red Anchor flag flying over these Chinese waters for over half a century." Mr. Moller did not make it clear to what company he referred; it was not Messrs. Moller & Co. (Shanghai), Ltd., as that company was incorporated in 1918. Lloyd's Register of Shipping for the year immediately before the outbreak of war does not include Messrs. Moller in the list of shipowners, and it appears from subsequent editions of the Register that the ships which were named by Mr. Moller to his shareholders were acquired at various dates after war began.

In particular connection with the Hongkong Control Scheme Mr. Moller mentioned three vessels only, the S.S. "Manapouri," "Castlefield" and "Wollowra" and he stated that "the audited figures covering the running of the steamers under control in most cases showed a severe loss." The Government has received statements of alleged losses in respect of six of the seventeen steamers controlled.

Mr. Moller's remarks were generally supported by Mr. C. R. Burkill, who said that he could confirm them from personal experience.

The Government has not accepted the audited figures, referred to by Mr. Moller, and it is its experience that expert opinion of the value of the subject matter of a claim varies very considerably according as the claim is made by or against the Government. The following figures may be quoted in this connection. The audited accounts in respect of two vessels gave $10,488 and $36,320 as actual losses sustained, exclusive of interest, over the period April 16, 1918, to January 31, 1919. These vessels were owned by two one-ship Companies whose balance sheets in respect of the year Feb., 1, 1918, to January 31, 1919, show; in the one case profit for the year $384,045, remuneration to Directors and Auditor $38,424, and dividend of $378 per $50 share; and in the other case profit for the year $214,265, remuneration to Directors and Auditor $21,446, and dividend of $190.50 per $50 share, the capital being $40,000 and the steamer being written down to $20,000 in each case.

With regard to Mr. Moller's ships, his audited accounts, which have not been accepted by the Government, show loss sustained by owner exclusive of interest, $42,359 in respect of the "Manapouri," and $19,134 in respect of the "Castlefied. Mr. Moller has not made any claim for loss in respect of the "Wollowra." The total of the two claims is $61,493, against which there is a debt due by Mr. Moller to the Hongkong Government in the sum of $44,612, exclusive of interest. Almost the whole of this debt is due, not in respect of Mr. Moller's ships, but in respect of a sum paid in error by the Government to Messrs. Moller (Hongkong) Ltd. on account of cargo carried in the s.s. "Patriot."

As regards the "Castlefield," Messrs. Moller and Co., with the approval of the Shipping Control Committee let the ship on a most advantageous charter for twelve calendar months from December, 1918. The charterer failed to take the vessel up, the Attorney General of Hongkong joined with the Castlefield Steamship Company as plaintiffs in an action against the charterer, judgment was obtained in a very large sum, and it is understood that the matter was finally settled on payment of between $300,000 and $400,000. The Hongkong Government made claim in respect of the sum which would have been due to it up to the end of January, when its control terminated, but it did rely upon Mr. Moller's debt being paid out of that money. Even if Mr. Moller had discharged this debt, he would still have had a most substantial sum in hand.

The Government is unaware of the subsequent history of Mr. Moller's three ships; except that it is informed, though it cannot vouch for the fact, that the s.s. "Wollowra" was sold for a much larger sum than the original purchase price; but it is unable to find any evidence in support of the allegation that the winding up of Messrs. Moller and Co. (Shanghai) Limited is in any way due to the Hongkong Control Scheme.

### "Confusion of Thought."

The s.s. "Patriot" was owned by Messrs. A. R. Burkill and Sons, and at the time when she came under the Hongkong Control Scheme she was on time charter for a period of five years ending in 1921, at a rate of $12,000 a month. With regard to this Messrs. Burkill's agents wrote to the Shipowners' Protection Association under date the 11th April, 1918:—

"S.S. "Patriot." Owing to the above vessel coming under Government Control on or about the 15th April, 1918, according to the proposed control rates the steamer will be earning $15,010 per month, which in this particular case is an improvement in the earning capacity of the steamer"; and on this very same date, the 11th April, Messrs. Burkill's solicitors wrote to the Colonial Secretary stating:—

"We enclose herewith working accounts of the s.s. "Telemachus," "Pheumpenh," "Haimun," "Brisbane," "Wollowra," "Manapouri" "Castlefield," and "Patriot." From a perusal of such working accounts it will be seen that, when the remuneration proposed to be paid by the Government is placed against the working expenses, the result is a very substantial monthly loss. Unless the Government are prepared to very substantially increase the remuneration bankruptcy or liquidation will be the inevitable outcome."

The Government has not received the S.S. "Patriot's" audited figures, but, whatever results these show, Mr. C. R. Burkill has at least the consolation that his firm received considerably more remuneration in respect of this ship when under Government Control than it had been receiving under the charter arranged by his firm. Messrs. A. R. Burkill and Sons have not presented any claim for losses incurred by the s.s. "Patriot" or "Wollowra."

The Douglas Steamship Company's accounts show that that Company was able to pay a dividend of 12% and a bonus of 10% in respect of the year ending the 30th June, 1918, and a dividend of 12% and a bonus of 6% in respect of the following year, with due provision for depreciation, reserve, and underwriting in addition.

On the other hand there may be quoted the case of one vessel which was so crank that crews were reluctant to go to sea in her, and it was unlikely that her insurance would be renewed. New decks were required to obviate claims on account of sea-water spoiling the cargo, and on every trip ballast had to be purchased, as the ship when light was liable to capsize, while the ballast had to be taken out to make room for cargo. In this case a considerable sum due to the Government was remitted "ex gratia." In two other instances special circumstances led to a remission of certain payments due.

The Hongkong Government has throughout maintained the position that the majority of its controlled vessels were old and out-of-date, with excessive coal consumption and heavy repair bills, and that therefore the owners, being remunerated at the same rate as competitors operating more modern and up-to-date ships, were in this respect at a decided disadvantage; although the owners of Hongkong controlled vessels did not pay income tax or excess profits duty. The Hongkong Government cannot however, agree that the owners lost money, and it suggests that, in the minds of some owners at least, there has been a confusion of thought between losses supposedly incurred and profits anticipated from war conditions which were not received.

In a letter addressed to the *North China Daily News*, under date June 21, 1923, Mr. Burkill wrote:—

"The most amusing feature of this is that while the Hongkong Government were apparently carrying such war risk, they kept the secret so well that shipowners were not informed that war risk was covered, and I defy any Government servant in Hongkong to produce any document showing that the owners of the s.s. "Wollowra" were notified that the boat was covered for a specified sum under a Government war risk policy or any other war risk policy."

Mr. Burkill had previously said that "we received no Government policy for war risk, and insuring this risk was no small cost even though our boats were not in the danger zone."

The s.s. "Wollowra was requisitioned on the November, 30, 1917, under Admiralty Charter Party T. 99, in which it was stated that the Government assumed liability for war risk.

In a circular letter addressed under date the May 3, 1918, to owners or agents of all the steamers, including the s.s. "Wollowra," it was stated:—

"The Government will accept all war risks (*vide* clause 19 of Charter Party T. 99) but, as it has been your practice to incur this expense in the past, you are authorised, for the present, to continue this expenditure on Government account."

As in his letter to the *N. C. D. News* Mr. Burkill quoted this circular letter, he had presumably read it.

On the 18th May, 1918, Messrs. Moller and Company, representing the "Wollowra's" owners, wrote:—

"re s.s. "Manapouri," "Castlefield," "Wollowra." The parties concerned are anxious to know if in case any of these vessels are lost through submarine or war-like cause whilst under Government requisition or Control, whether they will be fully covered by the Government for the full value of the steamer."

The Government in reply quoted from Charter Party T. 99 the Government's undertaking to accept all war risks.

### War Claims.

On July 18, 1918, the Shipowners' Protection Association, of which Messrs. A. R. Burkill & Sons were members, put the following questions:—

1. "In the event of a vessel being damaged or lost through any act of war on the part of an enemy raider, what compensation or redress would an owner be liable to receive from the Government?"

2. "Does war risk insurance as covered by the Government include loss or damage to a vessel occasioned by an enemy raider and would owners receive the full insurance?"

On July 23, the Government replied:—

"Referring to your letter of July 18, I am directed to invite your attention to Sections 11 and 12 of my circular letter of the 13th March, which read as follows:—

11. The Government will accept all war risks (*vide* Clause 19 of Charter Party T. 99) but, where it has been your practice to incur this expense in the past, you are authorised, for the present, to continue the expenditure on Government account, whether in the form of premium or call in respect of policies on hull and machinery, including the continuance of any excess value insurance hitherto maintained by you, on the understanding that you will hold the Government absolved from liability in respect of the amount for which insurance was effected under insurance policies; but when any policy on a vessel lapses it should not be renewed.

12. If the war risk insurance above authorised is vitiated by your obedience to Admiralty instructions, other than those of local navigation, or by your obedience to instructions of the control Committee, the Government will indemnify you against the consequences.

Clause 19 of Admiralty Charter Party T. 99, which is referred to above, reads as follows:—

19. The risks of war which are taken by the Admiralty are those risks which would be excluded from an ordinary English policy of marine insurance by the following, or similar, but not more extensive clause:—

Warranted free of capture, seizure, and detention and the consequences thereof, or of any attempt thereat, piracy excepted, and also from all consequences of hostilities or warlike operations, whether before or after declaration of war.

Such risks are taken by the Admiralty on the ascertained value of the steamer, if she be totally lost, at the time of such loss, or, if she be injured on the ascertained value of such injury.

Should a dispute arise as to the value of the steamer the same shall be settled as laid down in clause 31.

This reply relates of course only to ships under Government requisition under the scheme laid down in the above circular letter."

As the owners knew exactly their rights and the Government's liabilities in respect of war risk; namely that their ships were fully covered in a value which would be settled by agreement, or, failing agreement, by arbitration, and on appeal by the Courts, it did not occur to the Government to notify them individually as to the precise manner in which the risk was being carried. Detailed information was open to any one who might enquire. A similar practice obtained in respect of vessels under Imperial requisition.

The Government received no claims for a refund in respect of war risk expenditure incurred by owners, nor did any owner state that he was insuring against war risk.

34. Mr. Burkill wrote also:—

"Further, as the Honourable Mr. A. G. M. Fletcher is still trailing the red herring re Imperial Government and the Naval Commodore, etc., being responsible—may I remind him that this also was a Government secret, and if he will look up a certain notice of Requisition and Control dated 13th March, 1918, and headed "Colonial Secretary's Office, Hongkong" he will see that it was signed by the Honourable Claud Severn and stated that the Governor of Hongkong, etc., etc.

Under this document how does he make out that the actual requisition was carried out by the Commodore?"

On the 10th December, 1917, [illegible] Solicitors for the Wollowra Steamship Company, in which Mr. Burkill was interested, wrote to the Commodore:—

"S.S. "Wollowra." The above ship has been requisitioned by the Admiralty" and they proceeded to ask for certain information.

Messrs. Burkill's steamer "Patriot" was requisitioned under the following letter addressed separately to each owner:—

"H.M. Dockyard.

With reference to the letter of the Colonial Secretary dated 13th March, 1918, I am directed by the Commodore to inform you that your vessel is requisitioned and will be brought under the Hongkong Liner Requisition Scheme."

On the 19th April, 1918, Solicitors, definitely stating that they represented the owners of the s.s. "Manapouri," "Castlefield," "Wollowra," and "Patriot," wrote:—

"Hongkong Shipping Control Scheme. Our clients are at present unaware under what legislative authority the above Scheme is being carried out and would be grateful for some enlightenment on the subject."

The Government replied:—

"As to the question of legal authority, the ships have been requisitioned on behalf of, and under instructions from, His Majesty's Government, who have instructed this Government to superintend their management. In these circumstances this Government must refer you to His Majesty's Government on the point of the legal authority for the requisitioning. . . . This Government has definite instructions that the remuneration to vessels under the local scheme is to approximate to that paid to the larger and more important class of vessels on the China Coast which are under the Imperial Liner Requisition Scheme.

### The Test Case.

At the meeting in Shanghai, which has been referred to, Mr. Moller said:—

"In December, 1919, a test case was instituted against the Government in the Hongkong Courts. . . . Immediately upon legal action being taken the Colonial Secretary approached the owners through the Shipowners' Protection Association with a view and a request to stay such legal proceedings for such period as would give him time to communicate with the Home Government with a view to settling the matter amicably, pointing out that it was inadvisable to continue expensive litigation when it was possible to settle the matter otherwise. Unfortunately your Chairman and Mr. S. T. Williamson (The Chairman of the Shipowners' Protection Association) agreed to this request. This was an unfortunate mistake on their part as it gave the Hongkong Government time to prepare and put into effect an effective countermove to frustrate and forestall the owners' claim. This took the shape of the Indemnity Ordinance, 1922."

Mr. Burkill said:—

"After agreeing to postpone the case instituted against the Government because the Shipping Controller was going on leave and because we were given to understand it would help materially an amicable settlement we found that the postponement was merely used to enable an Indemnity Act to be framed and passed which put us out of Court."

Mr. Moller subsequently, in view of comments in the Hongkong Press, wrote to the *North China Daily News*:—

"Mr. Fletcher has seen fit to remark to the Press that many of my statements are untrue, to wit. . . . That my statement, "That the Colonial Secretary at Hongkong obtained a stay of legal proceedings, and later the Government protected itself by Ordinance," is untrue. Surely Mr. A. G. M. Fletcher cannot forget the interview, that both Mr. Williamson and myself attended up at his office in the Colonial Secretariat Building. The meeting, at which the inadvisability of both parties carrying on with the legal proceedings, already instituted by us, was brought up; where it was pointed out to us, the futility of incurring huge mutual legal obligations: and where it was suggested, that in view of the early departure for Home of Mr. A. G. M. Fletcher, we should leave all proceedings in abeyance until his return, and that in the interim an adjustment might possibly take place.

There is no object for me to make any untrue statements, as no possible good would ever result therefrom, nor do I desire to associate myself with any such means to attain my ends. And, I will again state that the result of this interview was the means of the legal proceedings being held up, and such facts are in written existence in Hongkong to-day.

At that interview there was no whisper, intention, or warning placed before Mr. Williamson or myself that an Ordinance and the Eventual Indemnity Act of 1922, would be set into operation during Mr. Fletcher's absence at Home but such really was the case, and it came into operation and full force shortly after his return to the Colony.

(Continued on page 12.)



Mr. & Mrs. Conrad Kissel.

Mrs. Mary O'Connell Kissel, 21, a bride of a few hours, collapsed while responding to a toast proposed by a guest at the wedding feast. Her husband, Conrad Kissel, also collapsed when he strove to lift her from the floor. One by one to guests began to writhe in pain, and they, too, fell to the floor. Physicians attended the bride and groom and thirty-two of their guests and said that tained chicken salad had poisoned them. All subsequently recovered.



Adolph Joffe. Baron Gato.

A new triple alliance of Russia, Japan and Germany is regarded by shrewd political observers as a possible outcome of a preliminary official conference to which the Japanese Government will invite Commissar Adolph Joffe, who was head of the Russian delegation to the Russian-Polish peace conference at Riga and who is Foreign Plenipotentiary of the Russian Soviet Government Japanese leaders, it is said, are building politically for the future in their negotiations with Russia and Germany. The decision of the Japanese Cabinet to confer with Joffe is regarded as a victory for Baron Shimpei Goto, former Mayor of Tokio, who resigned that office in order to urge an economic conference and agreement with the Soviet.



Charles K. Hackett and Mlle. Elvira de Hidalgo

Charles K. Hackett, the noted tenor, scored a great triumph in the opera "Rigoletto," given in Paris. Cheers and applause greeted him, and the press was unanimous in calling him one of the foremost artists of the day. Mlle. Elvira de Hidalgo, youngest woman opera star, was accorded an ovation when she appeared with Hackett. She is now but 22 and made her debut at the age of 17.



Jesse Carson

Was Mrs. Clara Phillips, "hammer murderess," kidnapped from her cell in the Los Angeles jail, as she has asserted following her return from Honduras? She has accused Jesse Carson, convict, of forcing her to flee with him after cutting the bars of her cell, but all his advances were repelled, the "tiger-woman" told the authorities. Carson was recaptured by the police of Honduras, and is again in jail.



Governor Baxter

Governor Percival P. Baxter, of Maine. "started something" when he ordered the American flag over the Capitol, at Portland, lowered to halfmast when his Irish setter, "Garry," died. State and local patriotic organizations have attacked the Executive for his action. Governor Baxter, who has always been a lover of animals and has sponsored legislation for their protection, has stated in defence that he classed "Garry" as a member of his family.



Admiral Eberle

Admiral E. W. Eberle, who will become ranking Admiral of the United States Navy in July, has stated publicly that unless Congress does its full duty the United States Navy will fall to the status of a third-class naval power. The same fate as that which has relegated France's naval forces to comparative obscurity in maritime affairs threatens our Navy, he declared.



Go-Getters.

Advertising men—and women—in New York, from all corners of the earth, left by aero-marine plane to attend the international convention of the association at Atlantic City. The "go-getters" enjoyed their trip which was made without mishap. In the photograph are (left to right) Ralph Bremsen, E. W. Branisen, C. G. Ferguson, Lew Holland, President of the Advertising Club of the World; Miss Suzanne, Brenisen, Maxwell Lakenew, John Ferris, George H. Dunkle, W. G. Johnson and Ernest Eberhard.



Mary R. Schwab.

Almost unbelievable is the story of the rise to success of Mrs. Mary Ranty Schwab. Once a tiny, ragged newsgirl, helping a large family to eke out an uncertain living, she has progressed to the position of Assistant City Attorney in the Coast municipality. All during the years she laboured—as a news girl, sales-girl, factory-hand and stenographer—she studied, educating herself finally to the point at which she won admittance to the bar. Her success since then has occasioned admiring comment.



H. A. Bishop Jr. and Gloria Gould

Miss Gloria Gould, one of the greatest heiresses in America, has chosen as her life-partner Henry A. Bishop, Jr., of Bridgeport. Their engagement was recently announced at a ball given in her honour. Miss Gould not only is one of the most popular members of the younger set, but has acquired an enviable reputation also as a dancer in amateur theatricals. Mr. Bishop is the son of Henry A. Bishop.

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BRINGING UP FATHER



## EARLIER TELEGRAMS.

*(Reuter's Service to the China Mail.)*

### FRANCE AND GERMANY.

BERLIN, July 24.

The newspapers report that the German police have arrested a French courier from the French Embassy at Berlin. The arrest was made on the express train near Hagen. The police seized important documents intended for the French commander of the Ruhr army.

### REPARATIONS DISCUSSIONS.

LONDON, July 21.

Reports from Paris suggest that France and Belgium will reply separately to the British Note regarding reparations, for though they have agreed regarding the question of the evacuation of the Ruhr, Belgium is disposed to go further than France towards meeting the British view on the question of German capacity for payment.

### IMPERIAL CONFERENCE.

MELBOURNE, July 24.

Mr. Bruce said that Australia would welcome the project of a Dominion naval unit in the Pacific, if the Singapore base proposal were carried out. This had long been an Australian ideal, as it showed that Great Britain recognised that the Empire's heart was no longer in the North Sea, but had shifted to the Pacific.

### NEAR EAST TREATY.

LONDON, July 24.

Commenting on the Lausanne settlement, the *Times* says the Treaty is comparatively a model of generosity and justice. Both the *Times* and the *Daily Telegraph* express anxiety in regard to the use Turkey may make of her independence, especially in view of the anti-foreign feeling prevailing in Turkey. The *Daily Chronicle* speaks of a Turkish victory.

PARIS, July 23.

*Le Journal* says the Treaty leaves in suspense several serious questions, for which each country must find a solution. The *Gaulois* says France must take advantage of the truce to settle with Turkey questions interesting her.

The *Echo de Paris* says the Treaty amounts to an Allied defeat.

NEW YORK, July 23.

The New York *Times* says the great Powers have been beaten by the Turks. The *World* also speaks of a Turkish victory.

### ERHARDT'S ESCAPE.

BERLIN, July 24.

It is expected that the mystery of Ehrhardt's escape of July 14 will be cleared up by the arrest, at Gernrode in the Hartz Mountains, of Baron von Busschelohe—an ex-planter from Africa—and his English wife, on suspicion of being concerned in Ehrhardt's escape. The Authorities announce that a plan for Ehrhardt's escape, along with a list all those involved, was found at their house. It is stated that the woman swallowed another important document.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):—

Bridge Fabricant Oxygene, from Tientsin.

Staple, from Kobe.

Shinjigimi Mitsui Bussan Kabushiki Co, from Nagasaki.

Miss Cora Williams c/o Post Office, from Shanghai.

0055, from Kobe.

Nam Kee 50 Des Voeux Road Central, from Amoy.

Tack Hung Bank Bonham East, from Yokohama.

Hop Woo, from Shanghai.

Pau Lao Chun Kee Queen's Road, from Shanghai.

N. LUND,
Act. Superintendent.

Hongkong, July 19, 1923.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO

List of unclaimed telegrams lying in E. E. Telegraph Office, Hongkong.

Abendanon Piek Hotel, from Byswykzb.

Dreyer, from Antigna Nolivorno.

John Edge 4 Victoria, from San Francisco.

Staple, from Melbourne.

Ubaxino, from Manila.

R. M. MACALPINE,
Superintendent.

Hongkong, July 19, 1923

**Don't Neglect Your Family.**

When you fail to provide your family with a bottle of Chamberlain's Colic and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Storekeepers.

**COULD NOT SLEEP WITH ITCHING**

**Spots All Over Face, Back and Limbs. Cuticura Healed.**

"My face came all out in little spots which grew bigger and bigger and gradually spread all over my back and limbs. They were of a wet nature and my face was disfigured. I could not sleep with the itching and burning pain.

"This went on for about six months when I saw Cuticura Soap and Ointment advertised and I sent for a free sample. My face began to improve, and after using one box of Cuticura Soap, with the Cuticura Ointment, I was completely healed." (Signed) Mrs. Sarah Johnson, 70, Church St., Walker, Newcastle-on-Tyne.

Most skin troubles might be prevented by using Cuticura for the toilet.

Soap 1s., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For sample each free address: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London, E.C.1. Also for mail orders with price. Cuticura Soap shaves without mug.

## VISITORS AT HOTELS.

### HONGKONG HOTEL.

July 23

| | |
|---|---|
| Miss M. E Allen | Mr J. Scott Harston |
| Capt. J. Bakke | Mr O. Hibbiler |
| Mr J. Barton | Mr & Mrs Hutchins |
| Mrs E. R. Belilios | Mr D. M. Jasper |
| Mrs G Pergheim | Mr V. B. Jepson |
| Mr H. V. Berrard | Mr S. J. Johnstone |
| Mr E. A. L. Pest | Mr G. de Jong |
| Mr R. J. Birbeck | Mr & Mrs Kern |
| Mr J B Birks | Mr R. Lafuente |
| Mr B. Black | Mr S K. Lam |
| Mr E. Blackburn | Mrs C Lauritsen |
| Mr P. M. Carlisle | Mr E. Loerbach |
| Mr C. V. Carver | Major F. Lindsay |
| Mr A. A. Collins | Mr W. Y. Loke |
| Mr & Mrs C rrea and family | Mr K. J. Loo |
| | Capt. L. M. Lopes |
| General S. da Costa | Mr P. Marks |
| Mr S. da Costa | Mr S. Martin |
| Mr & Mrs Crisp | Mr and Mrs W. J. Milne |
| Mr H. G Crisp | |
| Mr and Mrs M. Drevard | Mr C. H. Montague |
| | Dr J. Morrison |
| Mr F. Edmondson | Mr M. Mousscreff |
| Mr A. Egenals | Mr and Mrs P. R. Neibaer |
| Mr A. Fuchsman | |
| Mr G. E. Falkner | Mr P. J. Newman |
| Mr J. C. S. Farquhar | Mr V. Paton |
| Capt. J H. Ferguson | Mr S. S. Perry |
| Mr J W. Firch | Mr T. Petrie |
| Mr J. R Flint | Mrs S. C. Puckett |
| Mr A. V. Fluner | Mr H. Radie |
| Mr W. S. Foster | Mr T. Carr Ramsay |
| Mr W. H. Gardner | Mr R. R. Roxburgh |
| Mr and Mrs C. J Gill | Mr A. H. Rowe |
| | Mr C. Sanders |
| Dr R. C. Gill | Mr W. Schoeles |
| Miss J. C. Gill | Mr O. Shekury |
| Mr R. H. Graves | Mrs Snodgrass |
| Miss Gray | Mr F. Soane |
| Mr K. C. Haessler | Mr Vander Steen |
| Capt. T. P. Hall | Mr H. W. Stout |
| Mr and Mrs W. A. Hannibal | Mr G. Tusreau |
| | Mr and Mrs G. T. Waller |
| Mr & Mrs J. B Harden | |
| | Miss S. Waddell |
| Mr W. F. Harris | Mr A. W. Woods |

### REPULSE BAY HOTEL.

| | |
|---|---|
| Mr C. Backus | Mr & Mrs Hockey |
| Mr & Mrs B. H. Barnett | Mr Keenahan |
| | Mr & Mrs Kent |
| Mr and Mrs Behor | Mr Lissaman |
| Miss Brown | Mr P. S. Livingstone |
| Mr & Mrs M. L Cotta | Mr Lynott |
| | Mr & Mrs E. Lund |
| Mr F. M. Crawford | Mr Manderfeld |
| Mrs P. M Davis | Mr & Mrs Martin |
| Mr W. Douglas | Mr F. R. Powrie |
| Mr Drawborn | Mr & Mrs Renwick |
| Mr B. G. Fairfield | Mr Richmond |
| Mr C. W. Gay | Mr C. B Shank |
| Mr and Mrs J. H. Geare & daughter | Mrs G Shank |
| | Mr & Mrs A. Weisenberch |
| Mr T. de A. Gomes | |
| Mr H. J. Hall | Mr F. N. Young |
| Miss Hetterington | |

### PEAK HOTEL.

July 13

| | |
|---|---|
| Mr J. H W. Armstrong | Mr T. L. Kooreman |
| | Mr E. G. Layman |
| Mr G. W Barton | Mrs T. W. Leavell |
| Mrs Bebbington | Mrs Leblons |
| Mr V. Benjamin | Mr J. D. Lloyd |
| Mr and Mrs B. G. Birch | Mr I. Lloyd |
| | Mr and Mrs W. J. E. MacKenzie |
| Mr and Mrs F. W. Blackwell | |
| | Mr and Mrs C. F. Maltby |
| Miss I. A. Blair | |
| Mr J. M. Bonnar | Mr & Mrs J. Martin |
| Mr A. O. J. Bowker | Mr D. H F. McMaster |
| Mr E. Bradden | Mr R. McGregor |
| Eng.-Capt. and Mrs Bromwich | Mr J. Finlay Miller |
| | Dr E. Minett |
| Mr H. Buie | Mr T. Mitchell |
| Miss Butterworth | Mrs R. W. Nesbitt |
| Mr E. Calatroni | Mr J. M. E. Nikkels |
| Mr A. N. B. Carr | Mr J. N. Owen |
| Capt. C. J. Church | Mr and Mrs R. J. W. Parsons |
| Lt. and Mrs H. H. Clark | |
| | Mrs A. J. Paterson |
| Miss Mary Cooper | Mr A. H. Penn |
| Mr W. A. Cornell | Major & Mrs F. H. Phillips |
| Col. C. W. Davy | |
| Mrs P Demaretz | Mr and Mrs H. Reggenback |
| Lt.-Col R. A. Dobbin | |
| | Mrs Roberts |
| Mr and Mrs Oscar Eager | Lt.-Col. O. Sanders |
| | Mr R. J. Saunders |
| Mr D. Fitzgerald | Mr & Mrs B. Scott |
| Mr F. M. Goldrich | Mr R. P. Shaw |
| Mr and Mrs W. D. Goodfellow | Capt. and Mrs Ivar Siqueland |
| Mr A. W. Grandy | Miss F. B. Skinner |
| Miss M B. Hall | Major Hattersely Smith |
| Mr J. Hancock | |
| Mrs and Mrs J. E. Hancock | Mrs W. T. Stanton |
| | Mr A. W. Stewart |
| Mr and Mrs W. J. Hawker | Mrs and Miss Stubbings |
| Mr J. D. Hawker | Mrs F. R. Tolliday |
| Lt.-Col. & Mrs Ba Hill | Mrs J. S. Thomson |
| | Mr A. W. Tickle |
| Eng.-Com. J. H. Focken | Capt. F. K. Tomlinson |
| Mr A. H. Hollingsworth | Capt. & Mrs Vidall. |
| | Mr E. Des Voeux |
| Capt. & Mrs L. D. Joll | Mr and Mrs W. E. Wakeham |
| Major A. E. Jone | Capt. B. F. Walker |
| Mr & Mrs Milners Jones | Mrs V. M. Ward |
| | Capt. A. E. Watt |
| Mr W. A. Jordan | Mr J. Welbust |
| Mr J. M. Kaye | Mr and Mrs A. F. Wheen |
| Mr M. F. Key | |
| Mr J. D. Kinnaird | Mr R. H. Wild |
| Dr and Mrs W. V. Kook | |

### PALACE HOTEL.

| | |
|---|---|
| Mr A. T. Boteler | Mr B. J. de H. Moore |
| Mr and Mrs D. A. Caldwell | |
| | Mr and Mrs L. J. Morley |
| Mr O. C. Dance | |
| Mr H. Davis | Mr A. Paton |
| Mr J. W. Howard | Mr R. B. Reid |
| Mr J. Jack | Mr T. Rogers |
| Mr Chas. Jones | Mrs O. Russell |
| Mr L. Leinster | Mr and Mrs O. H. Stabton |
| Mr W. E. Liley | |
| Mr J. T. Mannix | Mrs C. Stinger |
| Mr L. McLaren | Mr Reno Vesie |
| | Mr W. Wilson |

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## EXCHANGE

Hongkong, July 26, 1923.

| | |
|---|---|
| **On London—** | |
| Bank, Wire ... ... ... | ...2/2-⅞ |
| " On demand, ... | ...2/2-15/16 |
| " 30 days' sight, ... | ...— |
| " 4 months' sight, | ...2/3 |
| Credits, 4 months' sight | ...2/3-⅛ |
| Documentary 4 months' sight | 2/3-3/16 |
| **On Paris—** | |
| On demand, ... ... ... | ... 865 |
| Credits, 4 months' sight, | ... 925 |
| **On Berlin—** | |
| On demand, ... ... ... | ... nom. |
| **On New York—** | |
| On demand, ... ... ... | ... 51⅝ |
| Credits, 60 days' sight | ... 53 |
| **On Bombay—** | |
| Wire, ... ... ... ... | ... — |
| On demand ... ... ... | ... 160½ |
| **On Calcutta—** | |
| Wire, ... ... ... ... | ... — |
| On demand ... ... ... | ... 166½ |
| **On Singapore—** | |
| On demand ... ... ... | ... 96 |
| **On Manila—** | |
| On demand, ... ... ... | ... 103½ |
| **On Shanghai—** | |
| On demand ... ... ... | ... nom. |
| 30 days' sight (private paper) | |
| **On Yokohama—** | ... 105 |
| On demand, ... ... ... | ... |
| Gold Leaf, 100 fine (per tael) | ... 48.80 |
| Sovereigns (Bank's buying rate) | 8.72 |
| Silver (per oz.) | 30-⅛ |

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|---|---|
| Hongkong 50 cents sub. ... | par. |
| " 10 " ... | ½ % pm. |
| " 5 " ... | 2 % dis. |
| Canton coins ... | 161 % dis. |
| Bar Silver in Hongkong ... | 8 % pm. |
| Chinese Copper Cash... | 6 % pm. |
| Chinese Copper Cents ... | |
| Rate of Native Interest ... | 6 % p.a. |
| Chinese Sub. Coin ... ... | 16 % dis. |
| Hongkong Sub. Coin ... ... | par. |

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Manager.

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5, Wyndham Street, Hongkong.

## LOCAL SHARE MARKET.

HONGKONG, JULY 26th 1923.

*OFFICIAL QUOTATIONS.*

11 A.M.

| Names. | Stock Exchange. | Sharebrokers Association |
|---|---|---|
| **Banks.** | | |
| H.S.B.C. T.T. selling rate on London ... | 2/2⅞ | 2/2⅞ |
| and on Shanghai ... | $ 73⅞ | $73⅞ |
| | | Settlement Exchange 73⅞ |
| Hongkong Banks ... ... ... | $ 1120 s. | s. 1120 |
| do. New ... ... ... | — | — |
| East Asia Bank ... ... ... | 104½ n. | n. 105 |
| **Marine Insurances** | | |
| Canton Insurance ... ... ... | $ 625 b. | b. 625 |
| North China Insurance ... | $ 140 b. | b. 140 |
| Union Insurance ... ... ... | $229 sa. | sa. 230 |
| Yangtsze Insurance ... ... | $26½ b. | b. 26⅞ |
| Far Easterns ... ... ... ... | — | — |
| **Fire Insurances** | | |
| China Fire Insurance ... ... | $ 127 b. | b. 120 |
| Hongkong Fire Insurance ... | $475 b. | b. 475 |
| **Shipping** | | |
| Douglases ... ... ... ... ... | $ 65 n. | b. 61½ |
| H.K. Steamboats ... ... ... | $ 41 r. | b. 40½ |
| Indo-Chinas (Pref.) ... ... | $ 37½ b. | n. 35 |
| do. (Def.) ... ... ... | $ 159 s. | — |
| do. (H.K. Reg.) ... | 159 s. | s. 159 |
| Shell Transports ... ... ... | 70/- n. | b. 74/- |
| Star Ferries ... ... ... ... | $ 53 b. | b. 53 |
| **Refineries** | | |
| China Sugar ... ... ... ... | $ 215 s. | s. 220 |
| Malabon Sugar ... ... ... | $ 58 s. | b. 55 |
| **Mining** | | |
| Kailan Mining Adm. ... ... | 52/6 b. | b. 48/- |
| Langkats ... ... ... } Shanghai Loans ... } Comb. S'hai Explorations ... } | T 30½ b. | n. 30½ |
| Raubs ... ... ... ... ... | $ 5 n. | s. 5½ |
| Tronoh Mines ... ... ... | 28/- n. | n. 28/- |
| Ural Caspians ... ... ... | 12/3 n. | |
| Benguet Con. ... ... ... ... | P. 3⅞ b. | |
| **Docks, Wharves, Godowns, &c.** | | |
| H. & K. Wharfs ... ... ... | $ 158 sa. | sa. 159 |
| H. & W. Dock ... ... ... ... | $ 150 n. | sa. 150/½ |
| S'hai Docks ... ... ... ... | T 99 b. | b. 99 |
| New Engineerings ... ... ... | T 8 s. | n. 8½ |
| H.K. Engineerings ... ... ... | — | |
| Shanghai Hongkews ... ... | T 195 b. | |
| **Lands, Hotels & Buildings** | | |
| Hongkong Hotels ... ... ... | $ 26½ b. 26⅞ sa. New 26.35 b. | (b. 26½ New 26.25 b. |
| Hongkong Lands ... ... ... | $ 90 n. New Register | b. 91½ |
| Humphreys ... ... ... ... | $ 20 n. | s. 25.40 |
| Kowloon Lands ... ... ... | $ 82 b. | sa. 82 |
| Land Reclamations ... ... | $ 103 n. | n. 103 |
| Princes Building ... ... ... | $110 b. | b. 110 |
| **Cotton Mills** | | |
| Ewo Cotton Mills, Ltd. ... | Tls 12 sa. | sa. 12 |
| Kung Yiks ... ... ... ... | — | |
| Laou Kung Mows ... ... ... | — | |
| Orientals ... ... ... ... ... | T 4.60 b. | b. 4½ sa. 4.60 |
| Shanghai Cotton ... ... ... | T 100 s. | s. 90 |
| Yangtszepoos ... ... ... ... | — | |
| **Miscellaneous** | | |
| Cements ... ... ... ... ... | — $30.20 s. | b. 29.65 s. 29⅞ sa. 29⅞/.80 |
| China-Borneos ... ... ... ... | | — |
| China Lights (Old) ... ... | $15 b. | b. 15.15 |
| do. (New) ... ... ... | $14.35 sa. | b. 14.90 |
| China Providents ... ... ... | $25½ n. | s. 25.10 sa. 24⅞/.90 |
| Dairy Farms ... ... ... ... | $25⅞ sa. | sa. 25½/.60 |
| H.K. Electrics ... ... ... ... | $33 sa. | b. 32½ s. 33¼ sa. 32.80/33 |
| Macao Do. ... ... ... ... | $ 18½ n. | — |
| Hongkong and Canton Ices ... | — | s. 9.80 |
| Hongkong Ropes ... ... ... | $ 43½ n. | s. 43½ |
| Hongkong Tramways ... ... | $ 24 b. | b. 23.80 s. 24.10 sa. 24 |
| Peak Tramways (Old) ... ... | $ 13 b. | b. 13 |
| Do. (New) ... ... ... | $ 3 b. | b. 1½ |
| Steam Laundries ... ... ... | $ — | — |
| H.K. Steel Foundry ... ... | $ 12.60 s. | s. 12.60 |
| Water-boats ... ... ... ... | $ 18 n. | s. 18.10 |
| Watson's ... ... ... ... ... | $ 20½ b. | b. 21 |
| Wm. Powells ... ... ... ... | $ 24½ n. | — |
| Lane Crawfords ... ... ... | $ 17.60 b. | b. 17½ |
| Canton Ices ... ... ... ... | $ 9.60 b. | — |
| H.K. Construction ... ... ... | $7½ s. | s. 7 |
| Nanyang Tobacco ... ... ... | | n. 22.40 |
| Sinceres ... ... ... ... ... | $ 13½ b. | b. 12 |
| Mackintosh ... ... ... ... | $ 24 n. | — |
| H.K. Realty ... ... ... ... | $ 2½ b. | n. 2½ |
| H.K. Taxis ... ... ... ... | $ 5½ n. | s. 5.10 |

## HONGKONG & SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital ... ... $50,000,000
Paid-up Capital ... ... $20,000,000
Reserve Funds:—
Sterling ... £4,500,000
Silver ... $24,500,000
Reserve Liability of Proprietors ... $20,000,000

COURT OF DIRECTORS:
Hon. Mr. A. O. Lang,—Chairman.
D. G. M. Bernard, Esq.,—Deputy Chairman.

| | |
|---|---|
| A. H. Compton, Esq. | W. L. Pattenden, Esq. |
| G. M. Dodwell, Esq. | J. A. Plummer, Esq. |
| G. T. M. Edkins, Esq. | H. P. White, Esq. |

CHIEF MANAGER:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. McARTHUR, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS.
Westminster Bank, Ltd.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, June 14, 1923.

### HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.

Hongkong, November 14, 1922.

## THE KEY TO GROW RICH.

THE CHINA INDUSTRIES DEVELOPMENT BANKING CORPORATION LIMITED, of 5, Duddell Street, gives to all its depositors a handsome rate of interest.

AUTHORISED CAPITAL - $1,000,000.00

INTEREST:—

| | | |
|---|---|---|
| For Fixed Deposit | ..1 year | @ 6 % |
| " | ..9 months | @ 5½% |
| " | ..6 months | @ 5 % |
| " | ..3 months | @ 4 % |
| For Current Account | .. | @ 2 % |
| For Special Deposit | ..(personal arrangement) | |
| For Current Savings | ... | @ 4½% |
| For Fixed Savings | ..(Regulations obtainable) | |

CHIU CHU KEH,
Manager.

Hongkong, January 10, 1923.

### PEAK TRAMWAYS CO., LTD.

TIME TABLE

WEEK DAYS

| | | | |
|---|---|---|---|
| 7.00 a.m. | 7.10 a.m. | | |
| 7.30 " to | 8.00 " | Every 15 Minutes | |
| 8.30 " " | 8.20 " | " 10 " | |
| | | Stopping | |
| | 8.30 " | Non Stop | |
| | 8.37 " | Stopping | |
| | 8.47 " | Non Stop | |
| | 8.54 " | Stopping | |
| | 9.04 " | Non Stop | |
| | 9.11 " | Stopping | |
| | 2.20 " | Stopping | |
| 9.30 a.m. to | 11.00 a.m. | Every 10 Minutes | |
| 11.30 " " | 12.30 p.m. | " 15 " | |
| | | Stopping | |
| | 12.40 " | Non Stop | |
| | 12.47 " | Stopping | |
| | 12.57 " | Non Stop | |
| | 1.04 " | Stopping | |
| | 1.15 " | Non Stop | |
| | 1.20 " | Stopping | |
| 1.30 p.m. to | 4.00 p.m. | Every 10 Minutes | |
| 4.00 " " | 4.30 " | " 15 " | |
| 4.30 " " | 6.30 " | " 10 " | |
| | | Stopping | |
| | 6.40 " | Non Stop | |
| | 6.47 " | Stopping | |
| | 6.57 " | Non Stop | |
| | 7.04 " | Sotpping | |
| | 7.13 " | Non Stop | |
| | 7.20 " | Stopping | |
| | 7.30 " | Non Stop | |
| | 7.37 " | Stopping | |
| | 7.47 " | Non Stop | |
| | 7.54 " | Stopping | |
| | 8.03 " | Non Stop | |
| | 8.10 " | Stopping | |

SUNDAYS

| | | |
|---|---|---|
| 7.00 a.m. | 7.10 a.m. | |
| 7.30 " to | 9.30 " | Every 15 Minutes |
| 9.30 " " | 11.00 " | " 10 " |
| 11.15 " " | 12.00 Noon | " 15 " |
| 12.00 Noon " | 1.00 p.m. | " 10 " |
| 1.00 p.m. " | 2.30 " | " 15 " |
| 2.30 " " | 4.30 " | " 10 " |
| 4.30 " " | 5.30 " | " 15 " |
| 5.30 " " | 6.30 " | " 10 " |
| | | Sotpping |
| | 6.40 " | Non Stop |
| | 6.47 " | Stopping |
| | 6.57 " | Non Stop |
| | 7.04 " | Stopping |
| | 7.13 " | Non Stop |
| | 7.20 " | Stopping |
| | 7.30 " | Non Stop |
| | 7.37 " | Stopping |
| | 7.47 " | Non Stop |
| | 7.54 " | Stopping |
| | 8.03 " | Non Stop |
| | 8.10 " | Stopping |

SATURDAYS: EXTRA CAR
12.00 Midnight.

NIGHT CARS: WEEKDAYS & SUNDAYS

| | | |
|---|---|---|
| 8.50 p.m. | 9.00 p.m. | 9.20 p.m. |
| 9.30 " to | 11.00 " | Every 30 Minutes |
| 11.15 " " | 11.45 " | " 15 " |
| | | Stopping |

SPECIAL CARS.

By Arrangement at the Company's Office Alexandra Buildings.

Hongkong June 1, 1923.

**Blazon Type Not Necessary.**

Chamberlain's Colic and Diarrhoea Remedy needs no glaring headline to attract the public eye. The simple statement that all chemists sell it is sufficient, as every family knows its value. It has been used for forty years and is just what its name implies. For sale by all Chemists and Storekeepers.

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—
No. 10 Des Voeux Road Central.
Established 1919.

AUTHORISED CAPITAL ............$10,000,000.00
PAID-UP CAPITAL ............$5,000,000.00
RESERVE FUND ............$500,000.00

DIRECTORS:—
Mr. Fung Wai Ting, Chairman.

| | |
|---|---|
| Hon. Mr. Chow Shou Son, | Mr. Kan Ying Po |
| Mr. Li Koon Chun, | Mr. Mok Ching Kong |
| Mr. Fung Ping Shan, | Mr. Wong Yun Tong, |
| Mr. F. K. Kwok, | Mr. Chan Ching Shek, |
| Mr. Kan Cheung Nam, | Mr. Ng Chung Lok, |
| Mr. Hoyuk | |

Chief Manager, Mr. Kan Tong Po.
Asst. Manager, Mr. Li Tse Fong

BRANCHES & AGENCIES:—

| | |
|---|---|
| LONDON | NEW YORK |
| PARIS | SAN FRANCISCO |
| SHANGHAI | YOKOHAMA |
| KOBE | SAIGON |
| NAGASAKI | PENANG |
| SINGAPORE | HANKOW |
| TIENTSIN | BATAVIA |
| MANILA | SOURABAYA |
| SAMARANG | BOMBAY |
| CALCUTTA | CANTON |

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO.
Chief Manager.

Hongkong, March 8th, 1922.

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

ESTABLISHED 1824.

| | | |
|---|---|---|
| Authorized Capital | F. 100,000,000 | £8,333,333 |
| Paid-up Capital ... | F. 80,000,000 | £6,666,666 |
| Reserve Fund.... | F. 19,445,200 | £1,620,433 |
| Special Reserve .. | F. 22,660,000 | £1,888,333 |

HEAD OFFICE:—Amsterdam.
Branches at
The Hague, Rotterdam.
HEAD AGENCY:—Batavia.

BRANCHES:—

| | | |
|---|---|---|
| Bandjermasin | Macassar | Shanghai |
| Bandoeng | Medan | Singapore |
| Bombay | Padang | Soerabaia |
| Calcutta | Palembang | Soerakarta |
| Cheribon | Pekalongan | (Solo) |
| Djember | Penang | Tegal |
| Djokjakarta | Pontianak | Tjilatjap |
| Kobe | Rangoon | Weltevreden |
| Kota-Radja | Samarang | |

Correspondents at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, &c., &c.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSKAMP,
Agent.

Hongkong, January 3, 1923.

## THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899

Capital Subscribed ......Yen 60,000,000
Capital (Paid-up) ...... " 52,500,000
Reserve Funds ...... " 12,180,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Bangkok, Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH:
8, Des Voeux Road Central.

Hongkong, April 4, 1922

## THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917).

Authorised Capital ........$60,000,000.00
Paid-up Capital ........ 18,278,600.00
Reserve Funds ........ 9,629,425.24

HEAD OFFICE: PEKING.

HONGKONG BRANCH:
4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

## THE NATIONAL COMMERCIAL & SAVINGS BANK, LTD.

169, Des Voeux Road, Central.

(司公限有)行銀蓄儲業商民國

Authorised Capital ........$2,000,000.00

Managing Director:—Y. P. Ma, Esq.
Chief Manager:—Wong Kwok Shuen, Esq.
Sub-Manager:—Chum Kew, Esq.

General Banking and Exchange business transacted.

Loans granted on approval securities.

Current, Savings and Fixed Deposits bear interest at rates 3%, 4½% and 5½% per annum respectively.

Y. P. MA, Managing Director.

## THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL ... ... £3,000,000
RESERVE FUND ... ... £3,800,000
RESERVE LIABILITY OF PROPRIETORS ... ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, May 8, 1922.

## BANQUE DE L'INDO-CHINE

HEAD OFFICE:
96, Boulevard Haussmann, Paris.

SUBSCRIBED CAPITAL ... Frs. 72,000,000.00
PAID UP CAPITAL ... Frs. 68,400,000.00
RESERVE FUNDS ... ... Frs. 59,667,282.34

BRANCHES:

| | | |
|---|---|---|
| Bangkok | Hongkong | Saigon |
| Battambang | Mongtse | Shanghai |
| Canton | Noumea | Singapore |
| Djibouti | Papeete | Tientsin |
| Haiphong | Peking | Tourane |
| Hankow | Pnom-Penh | Yunnanfu |
| Hanoi | Pondicherry | |

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais, Banque de Paris et des Pays-Bas; Credit Industriel et Commercial Société Générale.

IN LONDON: The National Provincial & Union Bank of England Ltd. Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager

Hongkong, Nov. 1, 1920.

## BANK OF CANTON LIMITED

HEAD OFFICE
HONGKONG.

FOREIGN EXCHANGE and General Banking Business transacted

CURRENT ACCOUNTS.

2% per annum on the daily credit balances of over $100.00.

INTEREST ON FIXED DEPOSITS.
For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 5% per annum.
On demand 2% per annum.

LOOK POONG SHAN.
Chief Manager.

Hongkong, May 24, 1921.

## THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE:
Alexandra Buildings, Chater Road

General Banking and Exchange business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. O. LAU,
Chief Manager

Hongkong, Aug. 17, 1920.

## THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

CAPITAL (fully paid up) ... Yen 100,000,000
RESERVE FUND ... ... Yen 69,000,000

HEAD OFFICE:—YOKOHAMA

BRANCHES AND AGENCIES AT

| | |
|---|---|
| BATAVIA | NEWCHWANG |
| BOMBAY | NEW YORK |
| BUENOS AYRES | OSAKA |
| CALCUTTA | PEKING |
| CHANGCHUN | RANGOON |
| DAIREN (DALNY) | RIO DE JANEIRO |
| FENGTIEN (MUKDEN) | SAIGON |
| HAMBURG | SAN FRANCISCO |
| HANKOW | SEATTLE |
| HARBIN | SHANGHAI |
| HONOLULU | SHIMONOSEKI |
| KAI YUEN | SINGAPORE |
| KOBE | SOURABAYA |
| LONDON | SYDNEY |
| LOS ANGELES | TIENTSIN |
| LYONS | TOKYO |
| MANILA | TSINANFU |
| NAGASAKI | TSINGTAU |
| NAGOYA | VLADIVOSTOCK |

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA,
Manager.

Hongkong, March 19, 1923

## NOTICE.

HIGH-CLASS PRINTING
AND
BOOK BINDING
DONE AT
THE CHINA MAIL OFFICE

BOOKS & PAMPHLETS A SPECIALITY

Prospectuses, Trade Circulars, Programmes, Menus, etc. etc. Artistically Arranged and Carefully Printed.

Clean Proofs and prompt delivery guaranteed.

# BUSINESS DIRECTORY

### Banks

**The Bank of Canton, Ltd.,**
Des Voeux Road Central.

**China Specie Bank, Ltd.**
6, Duddell Street.

### Building Contractors

**Wing On & Co.**
Building Contractors.
54, D'Aguilar Street. Tel. Cen. 1597

### Coal Merchants

**Kailan Mining Admin.** (c/o Dodwell & Co., Ltd.), Colliery & Steamship Owners, Bituminous Coal, Coke, Firebricks.

**K. Kimura & Co.**
4, Connaught Road Central.

**Kwong Hang & Co.,** Coal Merchants 43 Des Voeux Rd. Cen. Tel. Cen. 2736

**Yatsui & Co.,** 5 Queen's Road Central, Merchants, Coal Contractors and Shipping Agents—Phone Cen. 1543.

### Cotton Yarn Importers

**Gosho Kabushiki Kaisha,** Importers Cotton Yarn & Piece Goods; No. 7 Mercantile Bank Building. Tel. Cen. 2774 and 2906

### Curio Dealers

**Look Hing,** Chinese Curios & Silver Ware

### Dentist

**Harry Fong,** Dentist, 1st floor, No. 74, Queen's Road Central, Tel. Central No. 1255.

### Electrical Suppliers

**S in Hing Co.,** Electro-platers and Electrical Contractors also Typewriter Repairers. 10 Pottinger St. Tel. Cen. 3580

### Engineers & Shipbuilders.

**W. S. Bailey & Co., Ltd**
Engineer & Shipbuilder
Kowloon Bay
New Work & Repairs
Call Flag "L

### Fertilizer

Eastern Agricultural Fertilizer Co., 25 Jervois St. Tel. C2680 Sole agents for Guano-King of Fertilizers

### Glass Merchants

**A. Ling & Co.,** Glass Merchants, Furniture, Mirror and Canton Marble Manufacturer. Electro-plated, Glass and Crockery Wares and Photo Supplies. 19, Queen's Road Central. Tel. Central No. 1219.

### Hotels

**Palace Hotel, Kowloon**—Corner of Haiphong and Hankow Roads. Few minutes from ferry.

### Importers & Exporters

**Chs Bros. & Co.,** Importers and Exporters and Commission Agents. Des Voeux Road.

**Kwong Sun & Co.,** 56 Queen's Road Central Ko Chi Chung (Manager), Kwong King Him (Asst.) Tel. Cen. 3169.

**Lasuda Trading Co.,**
Importers and Exporters,
NIKKO—Japanese fine art curios,
22 Queen's Road Ctl. Tel. Cen. 1259

**Nam Hing Loong,**
97-8-99 Queen's Road Central.
General Storekeepers, Wine & Cigar Merchants. General Importers, Exporters of Chinese Produce.
Tel. Central 351.

**Patell & Co.,** P. O. Box 316

### Land & Estate Agents

**Pun Yiok Chu,** Land & Estate agents Tel. Central 911-1987.
25, Queen's Road Central.

### Leather Goods

**Nam Kang Suitcase Co.,**
Best makers of Leather Suitcases, Hand Bags, Purses, Belts, etc.
Pottinger St., 208 Queen's Rd. Ct. and 28 Hillier St

**Po Hing,** 224 Des Voeux Road. Manufacturers of Leather Suitcases, Hand Bags, Trunks etc.

### Merchants.

**Asia Commercial & Development Co**—China Bank Buildings (3rd floor) Tel. 3509

**Gibbs, J & Co.,** Alexandra Building.

### Millinery

**Madame Lily,**—Alexandra Building. Latest models and creations from Paris in Frocks and Millinery. "The Centre of Fashion."

### Miners

**China Commercial Co., Ltd.**
Miners, Importers and Exporters
46-56 Queen's Road Ct. Tel. Cen. 2802.

### Modistes.

**Madame Flint,**
31, Queen's Road Cen. Tel. Cen. 589.
(latest Parisian models)

### Optician

**The Hongkong Optical Co.**—Phone 2332.
53, Queen's Road Central

**M. Lazarus,** Opticians.
Tel. Cen. 22 3. 13, Queen's Rd. Central

### Photographers

**Mee Cheung,** Photographer.
93, Ice House Street,
7 Beaconfield Arcade (Branch).
Developing & Printing undertaken.

**Po Kwong Photo Studio**
122, Wellington Street.
Photo Supplies and Developing.
Art picture dealer.

### Printers

**The "China Mail,"** General Printers, Publishers and Bookbinders.
5, Wyndham Street. Tel. Cen. 22.

### Rubber & Wood,

**Tankahkee & Co.,** 39 Connaught Rd. W. Manufacturers of Rubber Soles and Singapore Wood. Tel: Central 4473.

### Scales.

**Mustard & Co.,** Connaught Road Ctl.

### Ship Chandlers

**Chung Fook,** 78 Connaught Rd. Ctl. First floor. Tel. Central 828. Shipchandler, Stevedores and Compradore.

**E. Hing & Co.,**
25 Wing Woo Street. Tel Central 1116
Metal Merchants & Ship Chandlers,
Managing Director— Mr. H. S. Chin.

**Wang Kee & Co.,** Shipchandlers, Compradores, Stevedores & Coal Merchants, Boat & Pilot supply. No. 36 & 37, Connaught Road, Tel. Central No. 943.

### Shipowners

**Man Wing S. S. Co., Ltd.,**
38 Bonham Strand West. Tel. Cen. 1710
Regular Fortnightly Service Hongkong and Haiphong via Hoihow s.s. "Haitan."

**Thai Thuan S. S. Co., Ltd.,**
147 Wing Lok Street, East. Tel. Cen. 93
s.s. "Derwent" s.s. "Bourbon" between Hongkong and Saigon.

### Shoemakers

**Jum Kee,** Dealer in Sewing Machines and Accessories, Boot & Shoe Maker. 7 Pottinger Street.

WONG SIU WOON
BOOTS, SHOES & SLIPPERS FOR LADIES, GENTS & CHILDREN, BEST DESIGNS, PRICES MODERATE.
POTTINGER ST. PHONE 1474.

### Silk Stores.

**D. Chellaram.**—Royal Silk Store. 36a Queen's Road Central, Satin Crepe de China, Georgette and Brocade Silks.

**Pohcomull Bros.,** 36, Queen's Rd. C.

### Tailors

**Hongkong Tailoring Co.**
Ladies' and Gent's Tailors,
10, D'Aguilar Street. New Materials of all descriptions. Tel. Centl. 2880.

**Ah Young,** Tailors, Drapers & Outfitters, Hat & Clothing. Suits made to order. No. 74, Queen's Road Central, Tel. Central No. 2830.

**Sing Choong,**
Ladies' and Gentlemen's Tailor.
24, Wyndham Street, 2nd floor.

### Tobaccos, Cigarettes.

**British American Tobacco Co. (China), Ltd.** 15-19 Connaught Road.

### Typewriters, Etc.

**Mustard & Co.,** Connaught Road Ctl.

### Wine & Spirit Merchants

**Kwan Tye,** General Storekeeper Wine & Spirit Merchant.
No. 102, Queen's Road Centr

## FARES FOR PUBLIC VEHICLES.

The fares prescribed for public vehicles are as follows :—

*I.—In the Island of Hongkong, Caine Road and Lower Levels, and in Kowloon, and New Kowloon.*

**RICKSHAS.**

| | |
|---|---|
| Five minutes | 5 cents |
| Ten minutes, | 10 " |
| Quarter hour, | 15 " |
| Half hour, | 20 " |
| One hour, | 30 " |
| Every Subsequent hour | 30 " |

If the jinrickshs be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Pay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

For 2 or 3 drivers the fare is double or treble respectively.

*II.—In the Hill District.*

| | |
|---|---|
| Ten minutes, | 15 cents |
| Quarter hour, | 20 " |
| Half hour, | 30 " |
| One hour, | 40 " |

*III.—In the New Territories.*

By arrangement with the proprietors through the Police.

**CHAIRS.**

*I.—Lower Levels.*

| | With 2 Bearers | With 4 Bearers. |
|---|---|---|
| Ten minutes, | 10 cents | 20 cents |
| Quarter hour, | 15 " | 30 " |
| Half hour, | 25 " | 40 " |
| One hour, | 35 " | 60 " |
| Every subsequent hour, | 25 " | 40 " |

*II.—Hill District.*

| | With 2 Bearers | With 4 Bearers. |
|---|---|---|
| Ten minutes, | 15 cents | 30 cents |
| Quarter hour, | 20 " | 40 " |
| Half hour, | 30 " | 60 " |
| One hour, | 40 " | 80 " |
| Every subsequent hour, | 25 " | " |

## SHIPPING PROFITS.

*(Continued from page 9.)*

The coincidence and the connection were remarkable, and still even in face of this, I still believe and contend that Mr. Fletcher was at that meeting, acting in entire good faith towards us, but that all the same the subsequent inauguration of the Indemnity Act of 1922, was started almost immediately afterwards with a view to block our claim and crumple our legal proceedings.

Both Mr. Williamson and myself, took the guidance of Mr. Fletcher at the interview in entire good faith and acted upon same by suspending our legal proceedings forthwith."

In short, these statements are to the effect that, immediately after legal proceedings were commenced, Mr. Fletcher approached the owners with a request for the stay of such proceedings with a view to an amicable settlement; and the words used are capable of being understood as conveying a suggestion that Mr. Fletcher deliberately proposed the stay in order to give the Hongkong Government time to prepare the Indemnity Ordinance.

**Accuracy Challenged.**

The accuracy of these statements by Mr. Moller and Mr. Burkill may perhaps be called in question.

There is first the use of the word "immediately," with its obvious inference that the legal proceedings caused Mr. Fletcher or the Hongkong Government some perturbation. Mr. Moller rightly says that the proceedings were commenced in December, 1919, and he has supplied the date of Mr. Fletcher's alleged request in the passage beginning "Surely Mr. A. G. M. Fletcher cannot forget the interview." The interview took place on the 23rd August, 1920, and Mr. Moller's "immediately" resolves itself into a period of more than eight months.

The second point is the statement that Mr. Fletcher approached the owners with a view and a request to stay proceedings. Mr. Fletcher did not approach the owners. The owners approached him. The evidence on this point is as follows :—

Mr. Fletcher to the Hon. Mr. E. H. Sharp, K.C., Counsel for the Hongkong Government: 24th August, 1920.

"Moller and Williamson tell me that Turner from Deacon's office represented to them yesterday that you were anxious to get on with the "Wollowra" case immediately. I had seen Moller and Williamson yesterday before Turner came to them and we agreed informally that it would be better to let the matter stand over in order that there might be opportunity for consideration of certain cases which were now pending at home."

Crown Solicitor to Messrs. Deacon, Looker, Deacon, & Harston: 25th August, 1920 :—

"Wollowra Steamship Co. v. Attorney-General.

With regard to Messrs. Moller and Williamson's proposal to the Colonial Secretary that this case should stand over."

Minute by the Attorney-General: 1st June, 1921 :—

"As a matter of fact the arrangement was made at the request of the plaintiffs, and I remember that I felt some difficulty about agreeing because there was always the possibility that Mr. Fletcher might not return and he is the only person who knows anything about the facts."

Crown Solicitor to Messrs. Deacon, Looker, Deacon & Harston, 6th June, 1921 :—

"I would remind you that the arrangement that the action should stand over was made at the request of your clients."

Messrs. Deacon, Looker, Deacon, & Harston to Crown Solicitor, 7th June, 1921 :—

"We think that the arrangement referred to, although actually made at our clients' request, was in fact (and was so understood by both sides) a mutual agreement for the mutual benefit of both sides as Mr. Fletcher and Mr. Williamson were, at the time that the agreement was made understood to be about to leave the Colony."

In "The humble petition of Messrs. A. R. Burkill & Sons, of Shanghai, Messrs. Moller & Co. (Shanghai), Limited of Shanghai" and others, dated the 17th June, 1921, the following statement appears "On the 25th August, 1920, the Government consented to the case being postponed."

Mr. Fletcher concurs that the arrangement, though proposed by the owners, was mutual. A representation was made to him that certain actions, involving similar claims against the Imperial Government, were pending at home, and he entirely agreed with Mr. Moller and Mr. Williamson that it would be a mere waste of money for the owners to proceed with their case in Hongkong, when it appeared possible that the matter in dispute would shortly be settled at home, at the expense of litigants in the Courts in London.

The third point is the suggestion that, in agreeing to the stay of proceedings, Mr. Fletcher had some information regarding the intention of the Government to pass an Indemnity Ordinance, which he concealed from the owners.

Messrs. Deacon, Looker & Deacon, & Harston wrote to the Crown Solicitor on the 7th June, 1921 :—

"We do not know whether the Government had the present proposed Ordinance in mind when this arrangement (for the stay of proceedings) was come to. If it had, disclosure thereof should have been made."

The Crown Solicitor replied on the 16th June, 1921 :—

"When the above arrangement was made last August, the Government had no Indemnity Ordinance of any kind in contemplation and had never considered the question of introducing an Indemnity Ordinance."

The first proposal for an Indemnity Ordinance came from the Secretary of State for the Colonies in a circular despatch, dated the 28th December, 1920, which reached Hongkong on the 13th February, 1921. Mr. Fletcher left the Colony for England on the 1st January, 1921, and on that date neither he nor the Government had contemplated any question of an Indemnity Ordinance. The Governor wrote to the Secretary of State on the 27th November regarding the legal proceedings which had been commenced, and he made no suggestion of any possibility of a solution by means of an Indemnity Bill. The circular despatch of the 28th December, 1920, is the opening document on the file dealing with the proposal for an ordinance.

Mr. Fletcher arrived in England at the end of February, 1921, and, on a date which he cannot recall, he was informed at the Colonial Office of the circular despatch, and his opinion was invited. He referred to the arrangement for the stay of legal proceedings during his absence and he suggested that the introduction of an Ordinance in the Colony would be construed as an act of bad faith on the part of the Hongkong Government. The Imperial Government, under whose orders the Hongkong Government had acted, was obviously the responsible party, and, if it desired to make certain of its position, it should do so by means of the Imperial legislation.

Mr. Fletcher heard nothing further until his return to the Colony on the 15th December, 1921, when he found that the Indemnity Bill had been read a first time. He re-opened negotiations with the owners, which finally ended is the proposal as to division of profits, which the Unofficial Members of the Legislative Council rejected. The Unofficial Members at the same time advised that the Indemnity Bill should be proceeded with.

It seemed to Mr. Fletcher that he could not usefully do anything more on behalf of the owners, and he reported to the Attorney-General on the 27th July, 1922, that he had interviewed Mr. Williamson and Mr. Shenton and that "I took the attitude that the question of future action was now out of my hands and the correspondence should be between the Solicitors."

The Indemnity Ordinance became law on August 18, 1922.


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|---|---|---|
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| "AGAMEMNON" | 1st Sept. | M'lles, Havre, Liverpool & Glasgow |

### PACIFIC SERVICE
(via Kobe and Yokohama)

| | | |
|---|---|---|
| "PROTESILAUS" | 11th Aug. | Victoria, Seattle and Vancouver |
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### NEW YORK SERVICE
(via Suez or Panama)

| | | |
|---|---|---|
| "TALTHYBIUS" | 14th Aug. | via Suez. |
| "ANTILOCHUS" | 5th Sept. | via Suez. |

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|---|---|---|
| "PATROCLUS" | 6th Aug. | for Shanghai |
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| "PATROCLUS" | 4th Sept. | Singapore, Marseilles & London |
| "MENTOR" | 17th Sept. | for Singapore & London |
| "TEIRESIAS" | 5th Nov. | for Singapore & London |

For Freight and Passage Rates and all Information Apply to :—
**BUTTERFIELD & SWIRE,**
(John Swire & Sons Ltd.)
*AGENTS.*


## POST OFFICE NOTICES.

Telegraphic Communication with Waglan Lighthouse is interrupted.

### INWARD MAILS.

| From | Per |
|---|---|
| **THURSDAY, JULY 26.** | |
| Shanghai | Chusan |
| Amoy | Torilla |
| EUROPE via Suez (Letters and Papers, London 28th June Parcels 20th June) | Macedonia |
| Japan | Sado Maru |
| **SATURDAY, JULY 28.** | |
| Straits | Fushimi Maru |
| Japan | Moji Maru |
| Shanghai | Lt. de Missiessy |
| Australia and Manila | Taiyuan |
| Shanghai | Yingchow |
| **SUNDAY, JULY 29.** | |
| Canada U.S.A. Japan and Shanghai | Empress of Russia |
| **TUESDAY, JULY 31.** | |
| Manila | Pres. McKinley |
| Japan and Shanghai | Kashima Maru |
| Japan | Iyo Maru |
| **FRIDAY, AUGUST 3.** | |
| Canada U.S.A. Japan and Shanghai | President Jackson |

### OUTWARD MAILS.

| For | Per | Times |
|---|---|---|
| **THURSDAY, JULY 26.** | | |
| Manila | Independence | 4.30 p.m. |
| Samshui and Wuchow | Kwong Fook Cheung | 5 p.m. |
| Hoihow and Haiphong | Leesang | 5 p.m. |
| Hoihow and Pakhoi | Yan On | 5 p.m. |
| **FRIDAY, JULY 27.** | | |
| Shanghai | Macedonia | 8.30 a.m. |
| Bangkok | Chaksang | 9 a.m. |
| Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay and Aden | Sado Maru | 10.30 a.m. |
| Shanghai | Tjimanoek | 11 a.m. |
| Swatow, Amoy and Foochow | Haicheng | Noon. |
| Straits and Calcutta | Torilla | 1.30 p.m. |
| Manila | Wingsang | 2 p.m. |
| Manila | Protesilaus | 3 p.m. |
| Saigon | Hanyang | 3 p.m. |
| Shanghai, Japan, Canada, United States, Central & South America & EUROPE via VANCOUVER, B.C.—due Vancouver 13th August. Parcels 27th 5 p.m. Saturday, 28th. Registration 9.15 a.m. Letters 10 a.m. | Empress of Canada | |
| **SATURDAY, JULY 28.** | | |
| Java via Batavia | Tjisondari | 2 p.m. |
| Shanghai | Trieste | 4 p.m. |

* Correspondence bearing vessels names only.


**A Suggestion to the Married—**
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## HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches; and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the heights given in the table.

July 24 to 30, 1923.

| Date | Day of Week | High Water: Standard Time | High Water: Height | Low Water: Hongkong Standard Time | Low Water: Height |
|---|---|---|---|---|---|
| | | h m. | feet | h m. | feet |
| Tues. | 24 | m 6 21 | 5.5 | 1 25 a | 1.6 |
| | | 7 48 a | 4.3 | | |
| Wed. | 25 | m 6 55 | 5.9 | m 0 31 | 2.1 |
| | | 8 43 a | 4.3 | 1 19 a | 1.1 |
| Thur. | 26 | m 7 45 | 6.3 | m 1 10 | 2.1 |
| | | 9 45 a | 4.1 | 2 5 a | 0.8 |
| Fri. | 27 | m 8 34 | 6.4 | m 1 53 | 2.1 |
| | | 10 38 a | 4.4 | 2 43 a | 0.8 |
| Sat. | 28 | m 9 7 | 6.3 | m 2 27 | 2.0 |
| | | 11 6 a | 4.4 | 3 20 p | 0.6 |
| Sun. | 29 | m 9 33 | 6.3 | m 3 16 | 1.9 |
| | | 11 39 a | 4.5 | 4 37 a | 0.7 |
| Mon. | 30 | m 10 17 | 6.1 | m 4 0 | 1.9 |
| | | | | 5 25 a | 1.0 |

## PASSENGERS.

DEPARTURES.

Per P. & O. s.s. "Devanha" on July 25 :—Mr and Mrs G. H. Read, Mr Yeoh Leik Ee, Miss H. S. Haines, Mr L. Baines, Mrs O. O. Bill, Mr W. Kay, Mr L. Beck, Miss Yu Kong Nsang, Mr and Mrs Chen Bah Min, Mr W. Eyden, Miss M. Bell, Dr. D. K. Pillai, Miss S. Ellis, Mr C. H. Wang, Mrs W. H. Groskamp, Mr and Mrs Carnes, Capt. L. J. V. Scott, Mr D. Hosali, Mr A. T. Silcock, Miss Chun Ming Chung, Mr W. S. Clarke, Mr A. G. Gunn, Mr E. Denning Kemp, Mrs A. D. Hughes, Mr C. V. Carryer, Mrs G. Stubbings, Miss Groskamp, Mr W. E. Rigby, Lt. H. W. A. Kemmis, R.N. Mr J. Corvis, Mr W. Cawsey, Miss C. Goorish, Lt. Col. and Mrs Beaumont.

Per P. & O. s.s. "Soudan" on July 25 :—Mr and Mrs H. K. Dimelows, Mr Pang Tak Tsun, Mr L. Dyson, Misses Dimelows, (2) Mr K. C. Tseng, Miss E. J. Elter, Mr King Van Pow.

## WHY HE WAS AWAKE.

Fuddle: "You know Stocks, don't you?"

Doctor: "Yes. He is a patient of mine."

Fuddle: "Pretty wide-awake man, isn't he?"

Doctor: "I should say so! I'm treating him for insomnia.

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